An Album of
MOTOR CARS



ISSUED BY
JOHN PLAYER & SONS

BRANCH OF THE IMPERIAL TOBACCO COMPANY (OF GREAT BRITAIN AND IRELAND), LIMITED

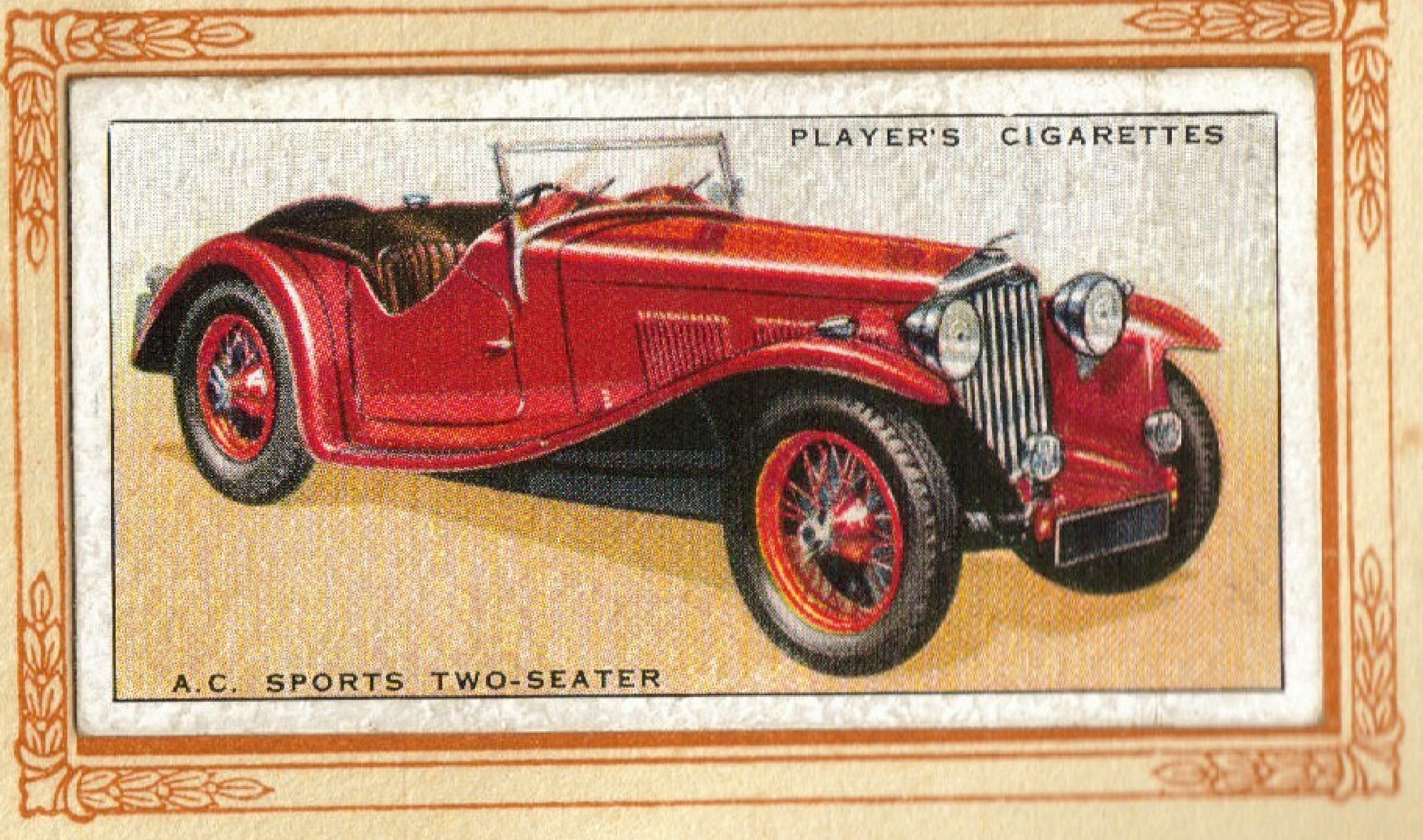
PRICE ONE PENNY

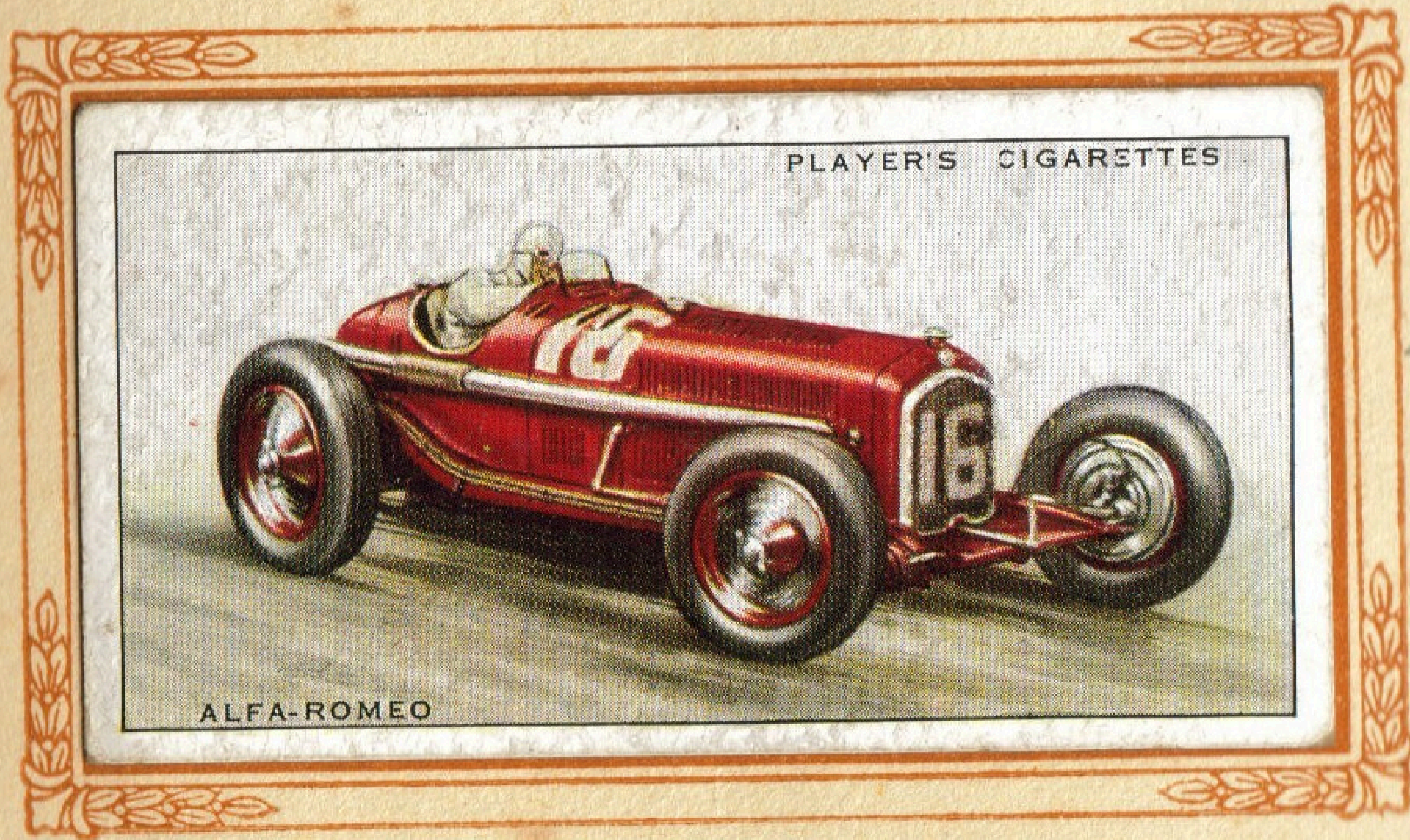
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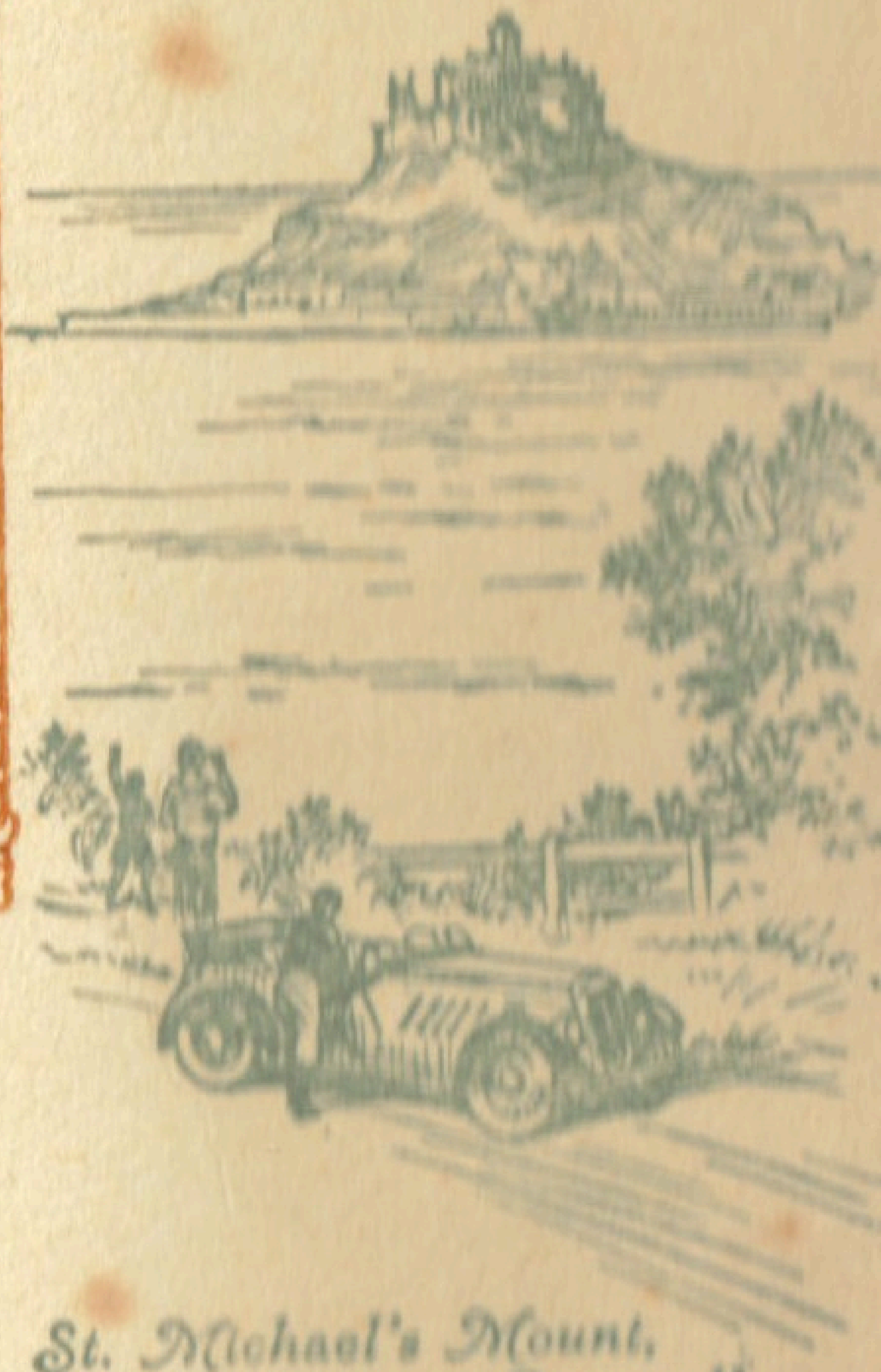


Hyde Park Corner, London.

A.C. SPORTS TWO-SEATER. The A.C., which was the first British "light six," was drastically re-designed two years ago. This two-seater model, for which the makers claim a maximum speed of 90 m.p.h. and a cruising speed of 70 m.p.h., is supplied with either a plain gear-box, a synchromesh or, at extra cost, a pre-selective gear-box, according to the buyer's requirements. The six-cylinder engine is of 65 mm. bore, 100 mm. stroke and 1,991 c.c. cap.; the R.A.C. rating is 16 h.p. and the annual tax £12. The chassis has an 8 ft. 10 in. wheelbase and a 4 ft. 2 in. track; it is fitted with telecontrol shock absorbers and a 20-gall. petrol tank. The car is priced at £425. (No. 1)



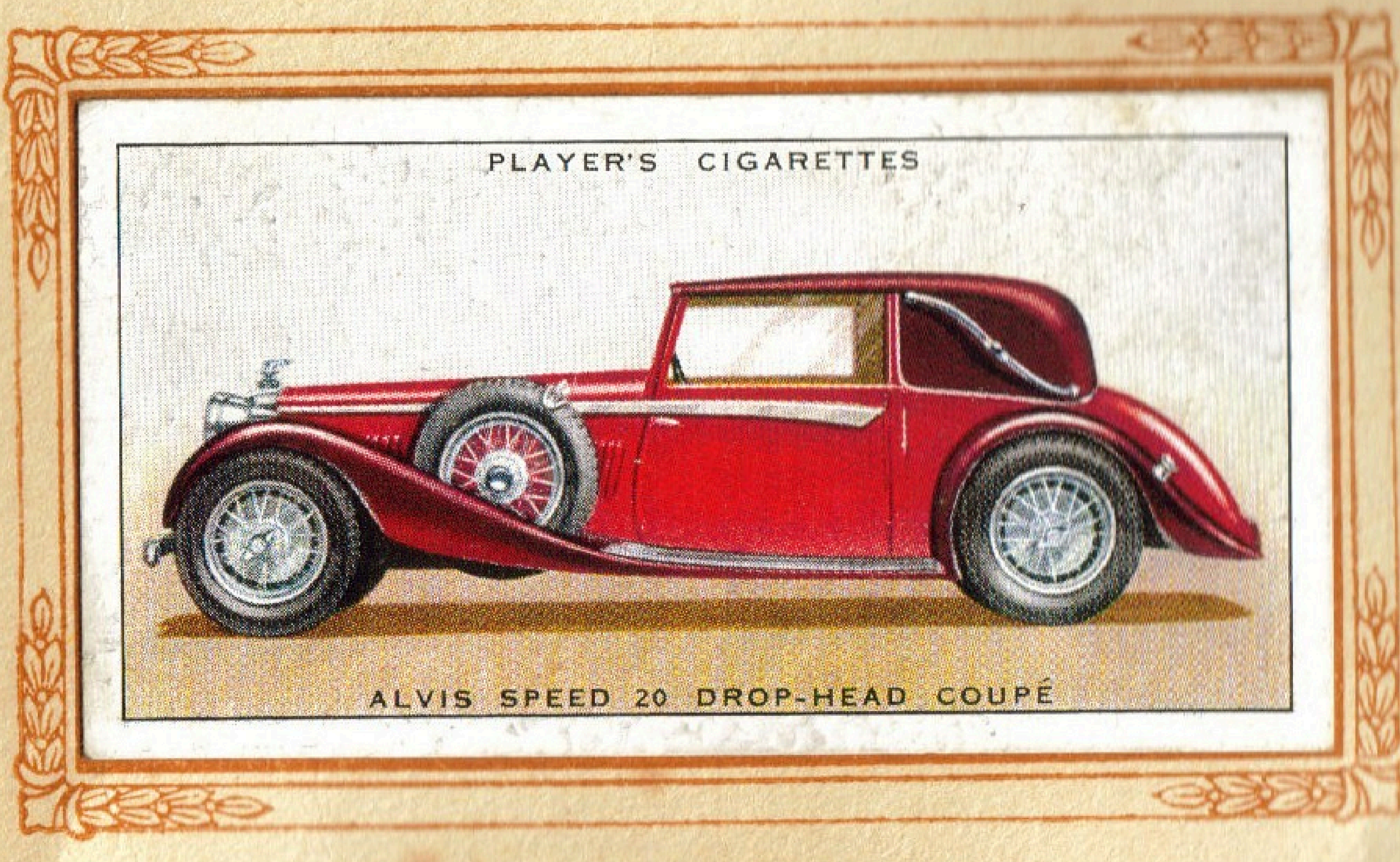


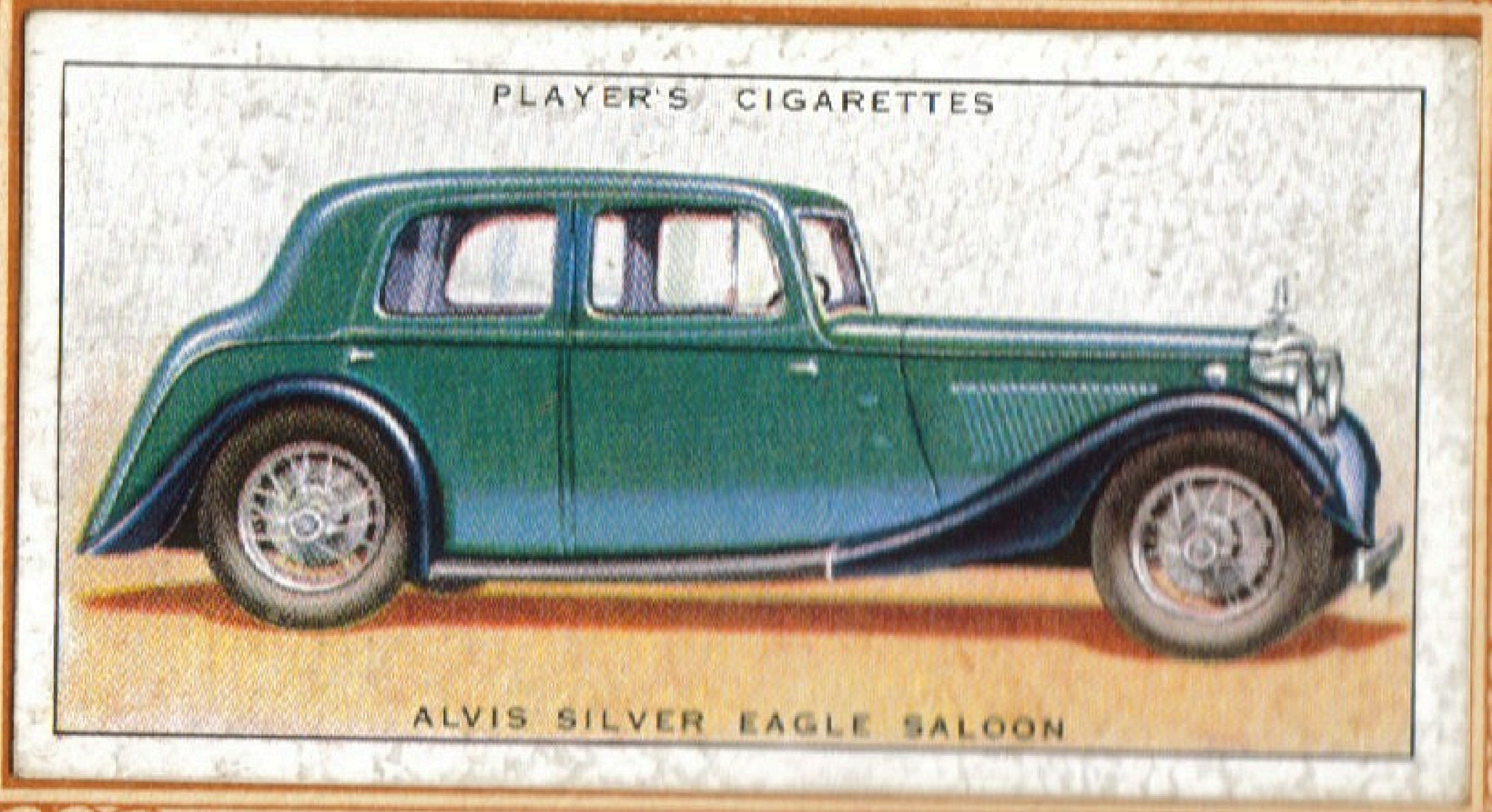


St. Michael's Mount, Cornwall.

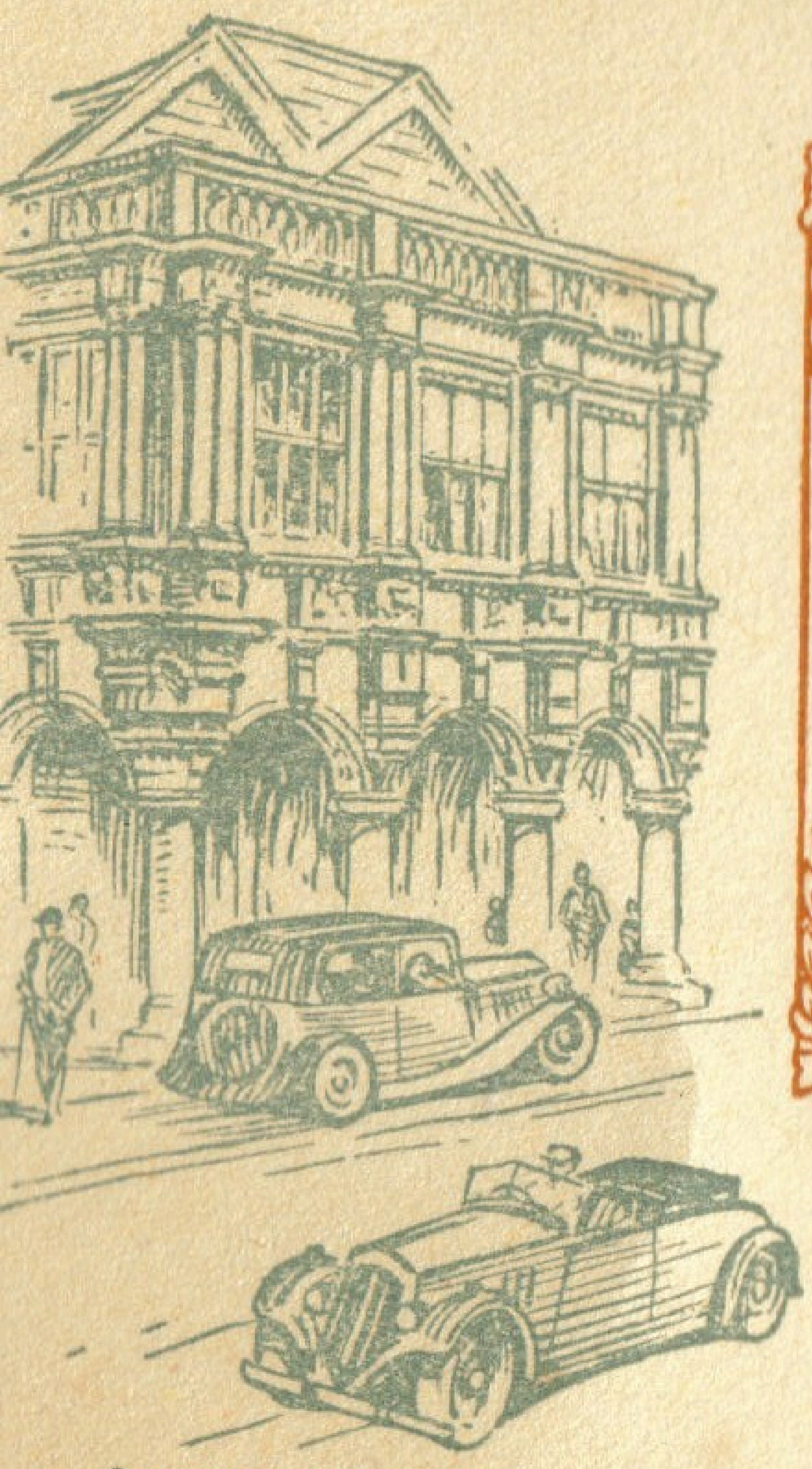
ALFA-ROMEO. After being supreme in European racing for nearly four years, the famous red Alfa-Romeos of Italy found themselves faced in 1935 with the double challenge of Mercédès and Auto-Union from Germany, with cars capable of speeds of almost 200 m.p.h. But though outpaced, experience and reliability helped Alfa-Romeo to many successes. Tazio Nuvolari, perhaps the greatest of all drivers, won two Grands Prix, including that of Germany itself at the Nurburg Ring, and two more were won by Louis Chiron and Raymond Sommer. Little is known of the engine, except that it is an eight-cylinder of about 3,800 c.c. capacity. Like all Grand Prix cars, the weight without tyres or fuel is under 14¾ cwt. (No. 2)

ALVIS SPEED 20 DROP-HEAD COUPÉ. The Alvis Speed 20 won high praise from the late Sir Henry Birkin, and since then its high qualities of smooth, lively speed and first-class steering have been still further improved. This model has a maximum speed of nearly 90 m.p.h. and a cruising speed of 65-70 m.p.h. The six-cylinder engine is of 73 mm. bore, 110 mm. stroke and 2,762 c.c. cap.; the R.A.C. rating is 19·82 h.p. and the annual tax £15. The chassis has a 10 ft. 4 in. wheelbase and a 4 ft. 8 in. track. Chassis features include an Alvis patent all-synchromesh four-speed gear-box and independent front wheel springing and steering. The car is priced at £850. (No. 3)





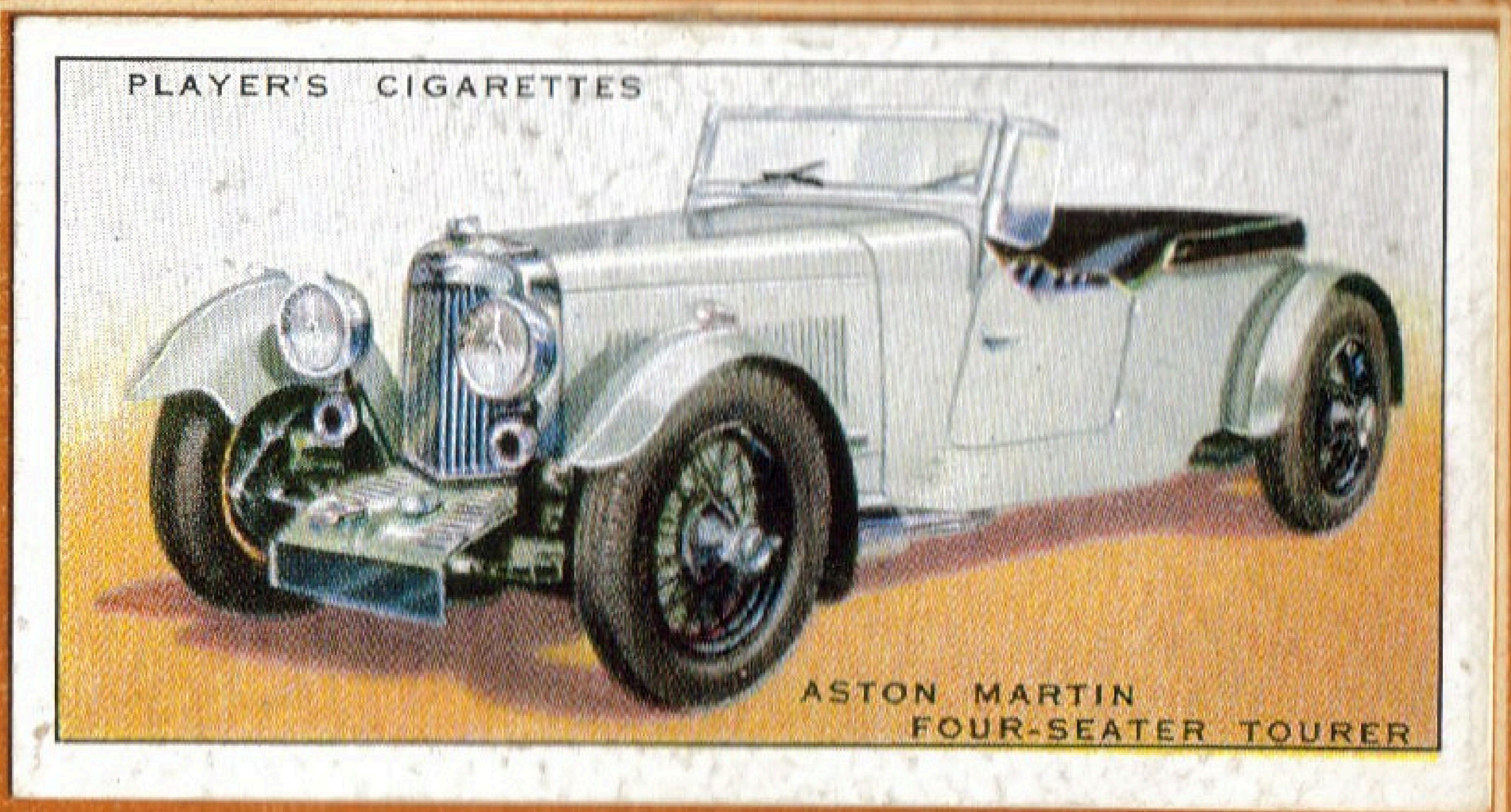
ALVIS SILVER EAGLE SALOON. For many years there has been a Silver Eagle among the Alvis models. It is the smallest six-cylinder car of a firm which has had great experience of racing, and which has always been in the forefront of engineering development. The latest model, which has increased power, has a maximum speed of over 75 m.p.h. and a cruising speed of 60 m.p.h. The six-cylinder engine is of 67·5 mm. bore, 110 mm. stroke and 2,362 c.c. capacity; the R.A.C. rating is 16·95 h.p. and the annual tax £12 15s.; there is a four-speed all-synchromesh gear-box. The chassis has a 9 ft. 10½ in. wheelbase and a 4 ft. 4 in. track. The car is priced at £598. (No. 4)



The Guildhall, Exeter.

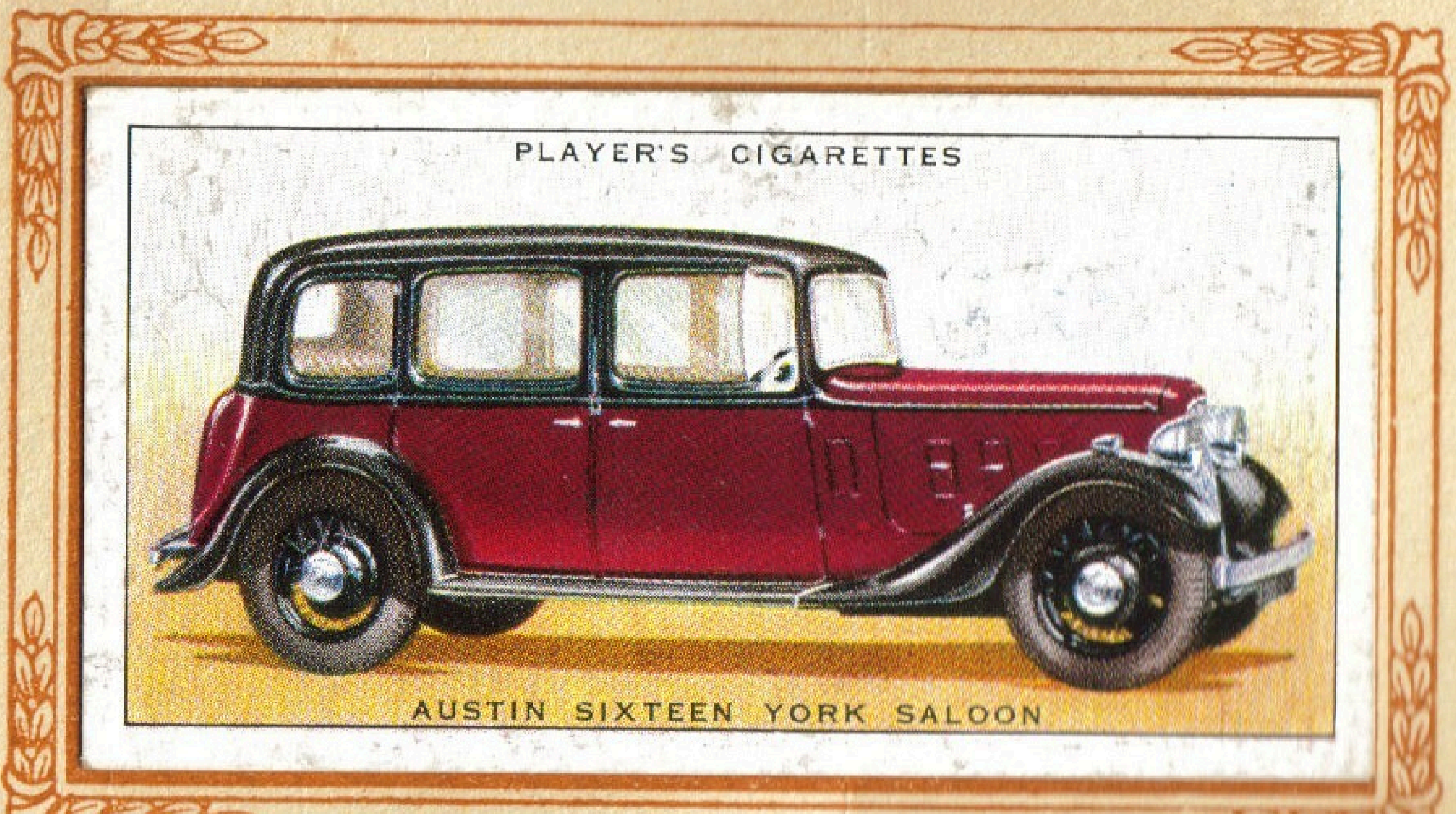


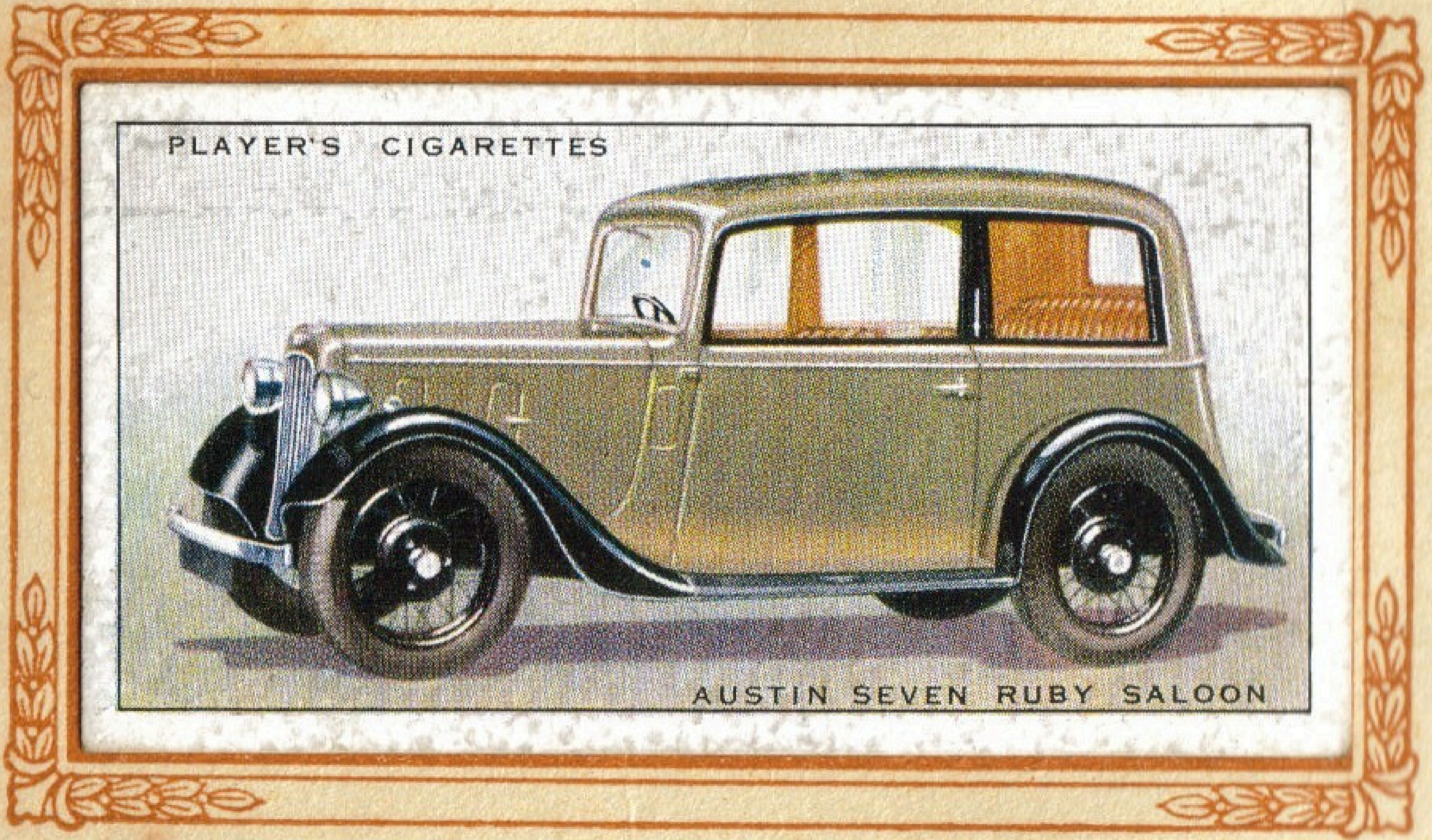
ARMSTRONG-SIDDELEY 17 SALOON. The middle-sized Armstrong-Siddeley model, which was first exhibited at the Motor Show of 1934, won instant success by reason of its lively but smooth performance and its fine road manners, together with the pre-selective gear-box which this firm introduced over six years ago. This saloon, designed for comfort without sacrifice of speed, has a maximum speed of 75 m.p.h. and a cruising speed of 50-55 m.p.h. The six-cylinder engine is of 66·67 mm. bore, 114 mm. stroke and 2,394 c.c. capacity; the R.A.C. rating is 17 h.p. and the annual tax £12 15s. The chassis, which has central lubrication, has a 9 ft. 3 in. wheelbase and a 4 ft. 4 in. track. The car is priced at £425. (No. 5)

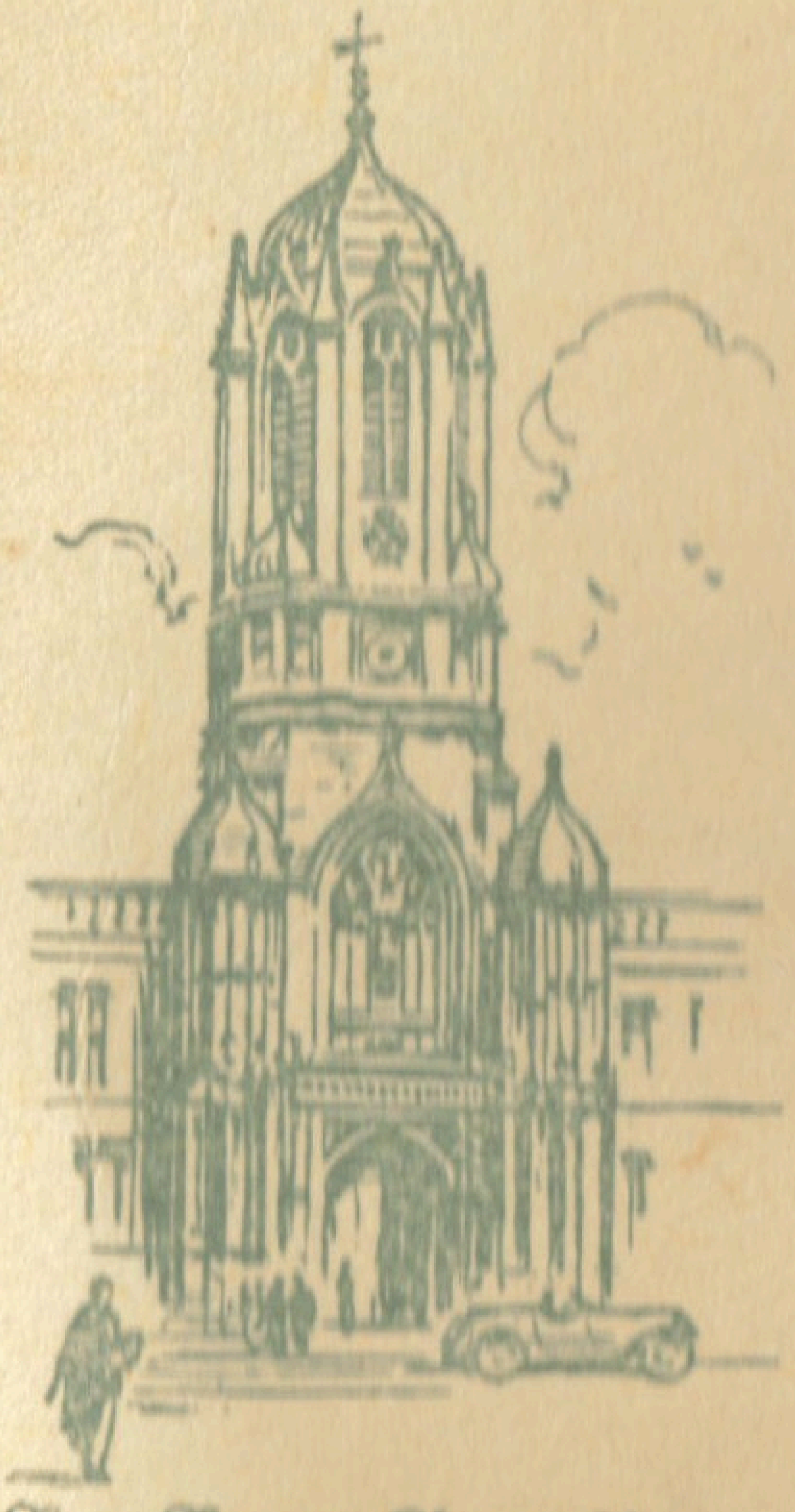


ASTON-MARTIN FOUR-SEATER TOURER. During 1935, the Aston-Martin added to its successes (for the second time) the Rudge-Whitworth Cup in the Twenty-four Hours' Race at Le Mans and the team prize in the Ulster Tourist Trophy Race. The four-seater tourer, though not so " fierce " as the racers, has their same qualities of road-holding and steering. Its maximum speed is 85 m.p.h. and its cruising speed 65-70 m.p.h. The four-cylinder engine is of 69 mm. bore, 99 mm. stroke and 1,496 c.c. capacity; the R.A.C. rating is 11·9 h.p. and the annual tax £9. The chassis has a 10 ft. wheelbase and a 4 ft. 4 in. track. The car is priced at £640. (No. 6)

AUSTIN SIXTEEN YORK SALOON. A fine example of the British medium-powered, medium-priced family car, the Austin Sixteen is a car built primarily for comfort and dependability. The York six-window saloon seats five in comfort, and can be fitted with two occasional seats at a small extra cost. The maximum speed is about 65 m.p.h. and the cruising speed 45-50 m.p.h. The six-cylinder engine is of 65·5 mm. bore, 111 mm. stroke and 2,249 c.c. capacity; the R.A.C. rating is 15·9 h.p. and the annual tax £12. The chassis has a 10 ft. wheelbase, a 4 ft. 8 in. track, a four-speed synchromesh gear-box and "Jackall" jacks. The car is priced at £318. (No. 7)



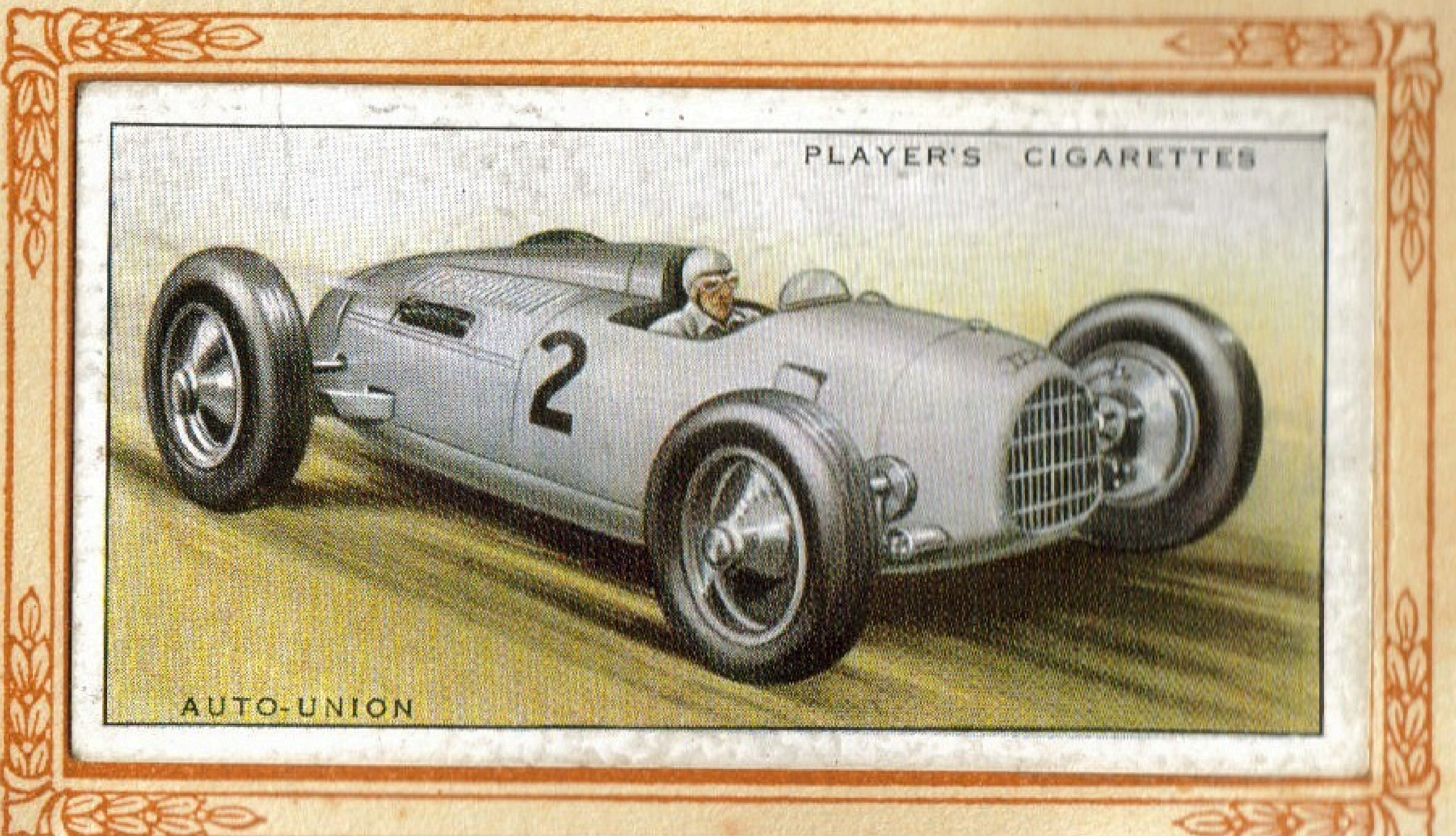


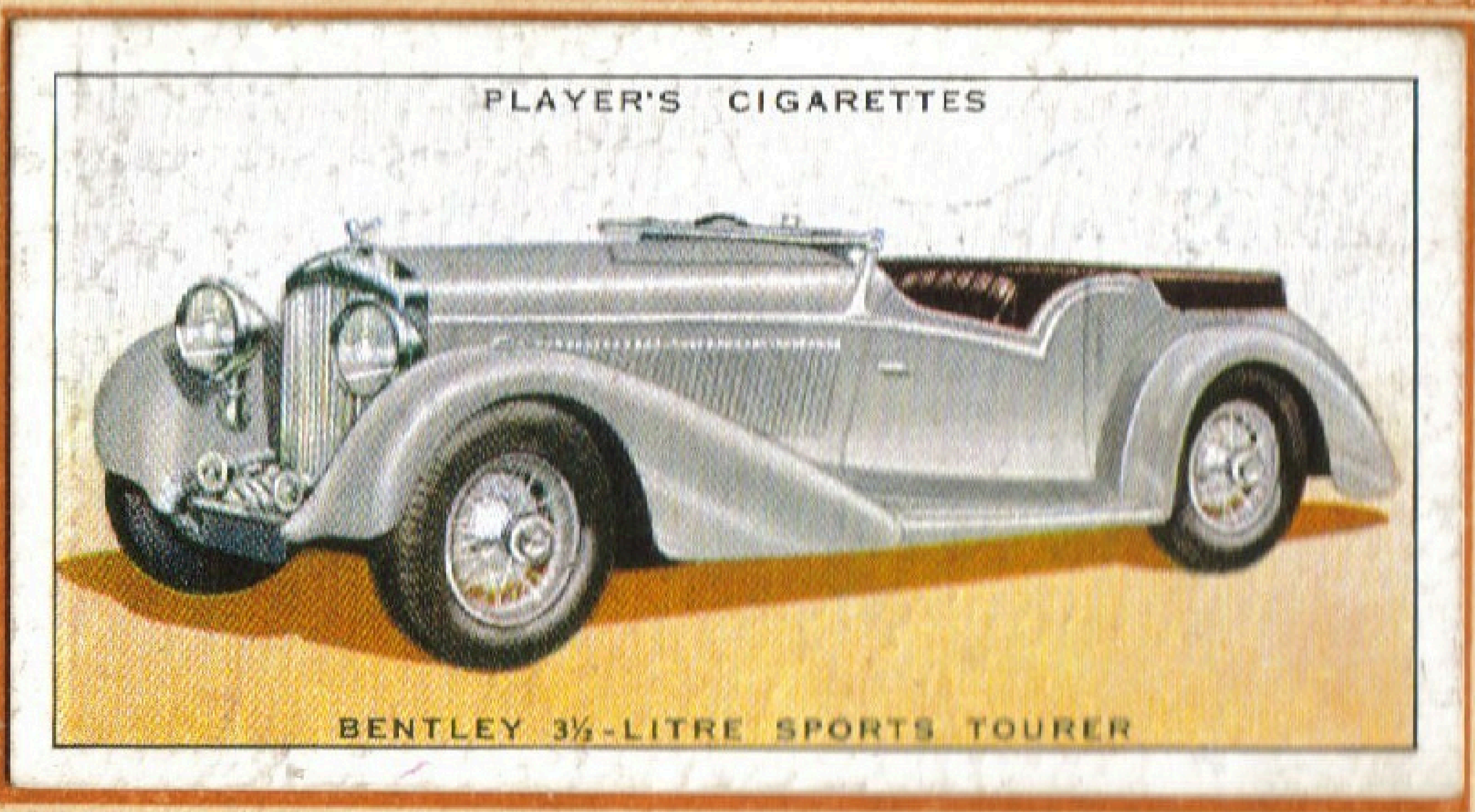


Tom Tower, Christ Church, Oxford.

AUSTIN SEVEN RUBY SALOON. The Austin Seven is now faster, roomier and more comfortable than ever. This Ruby saloon has wide doors, sliding roof, and spare wheel and luggage-carrier in compartment at rear. It has a maximum speed of 50 m.p.h. and a cruising speed of 35-40 m.p.h. The four-cylinder engine is of 56 mm. bore, 76 mm. stroke and 747·5 c.c. capacity; the R.A.C. rating is 7·8 h.p. and the annual tax £6. The chassis has a 6 ft. 9 in. wheelbase, a 3 ft. 4 in. track (front), 3 ft. 7 in. track (rear), and a 5-gallon petrol tank at rear. The gear-box has four speeds, with synchromesh changes. The car is priced at £125. (No. 8)

AUTO-UNION. This car was designed in 1934 on behalf of an amalgamation of four German motor firms in an attempt to capture the supremacy of Europe in motor-racing. With the help of the Mercédès-Benz, it succeeded. Of thirteen Grand Prix Races in 1935, Germany won eight, the three members of the Auto-Union team, Varzi, von Stuck and Rosemeyer, each winning one. The Auto-Union differs from all other racing cars in having its engine behind the driver; it was also the first to adopt independent springing for all four wheels. The sixteen-cylinder engine, in two banks of eight, is of 72·63 mm. bore, 75 mm. stroke and 4,969 c.c. capacity. (No. 9)

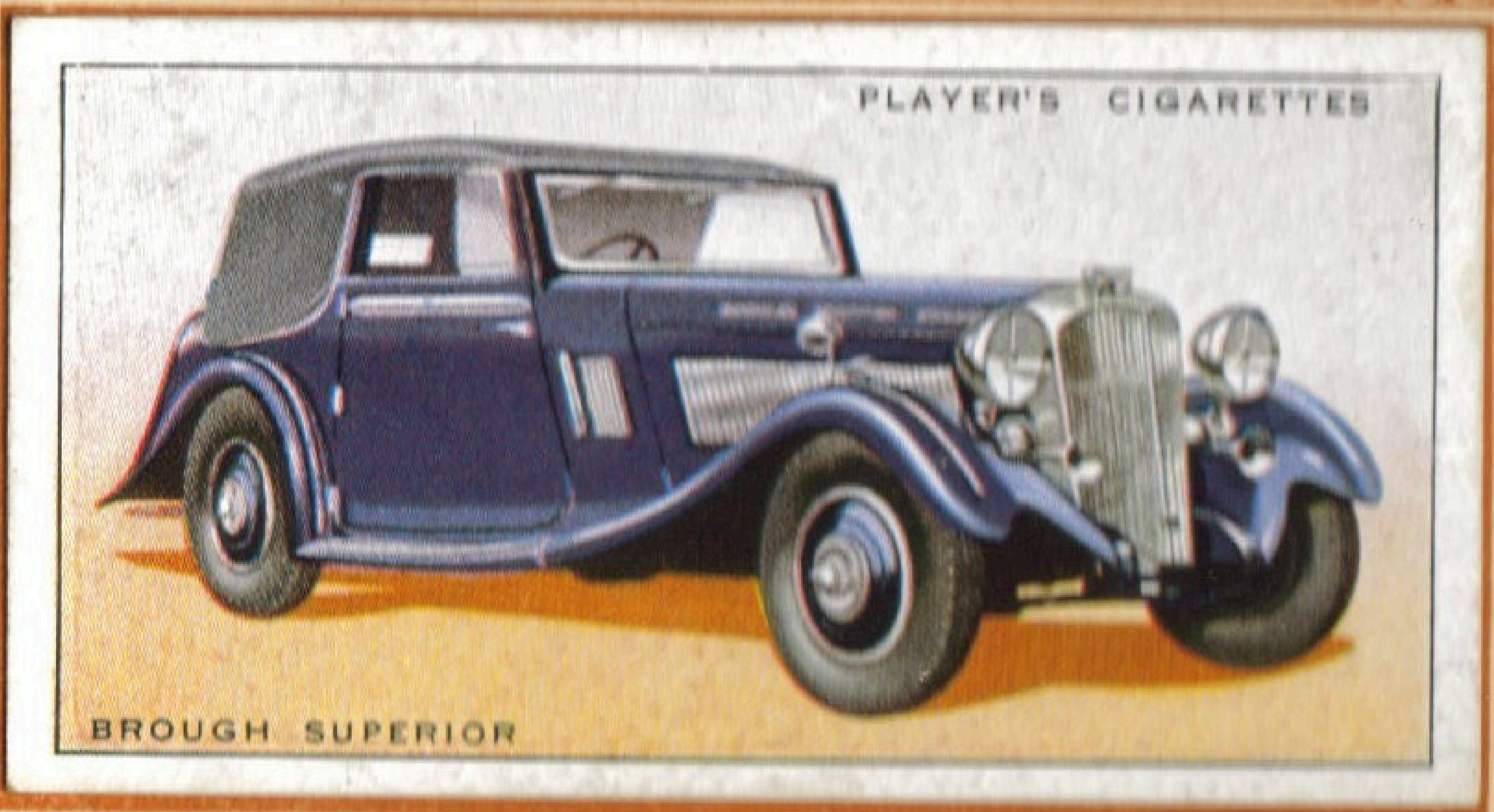




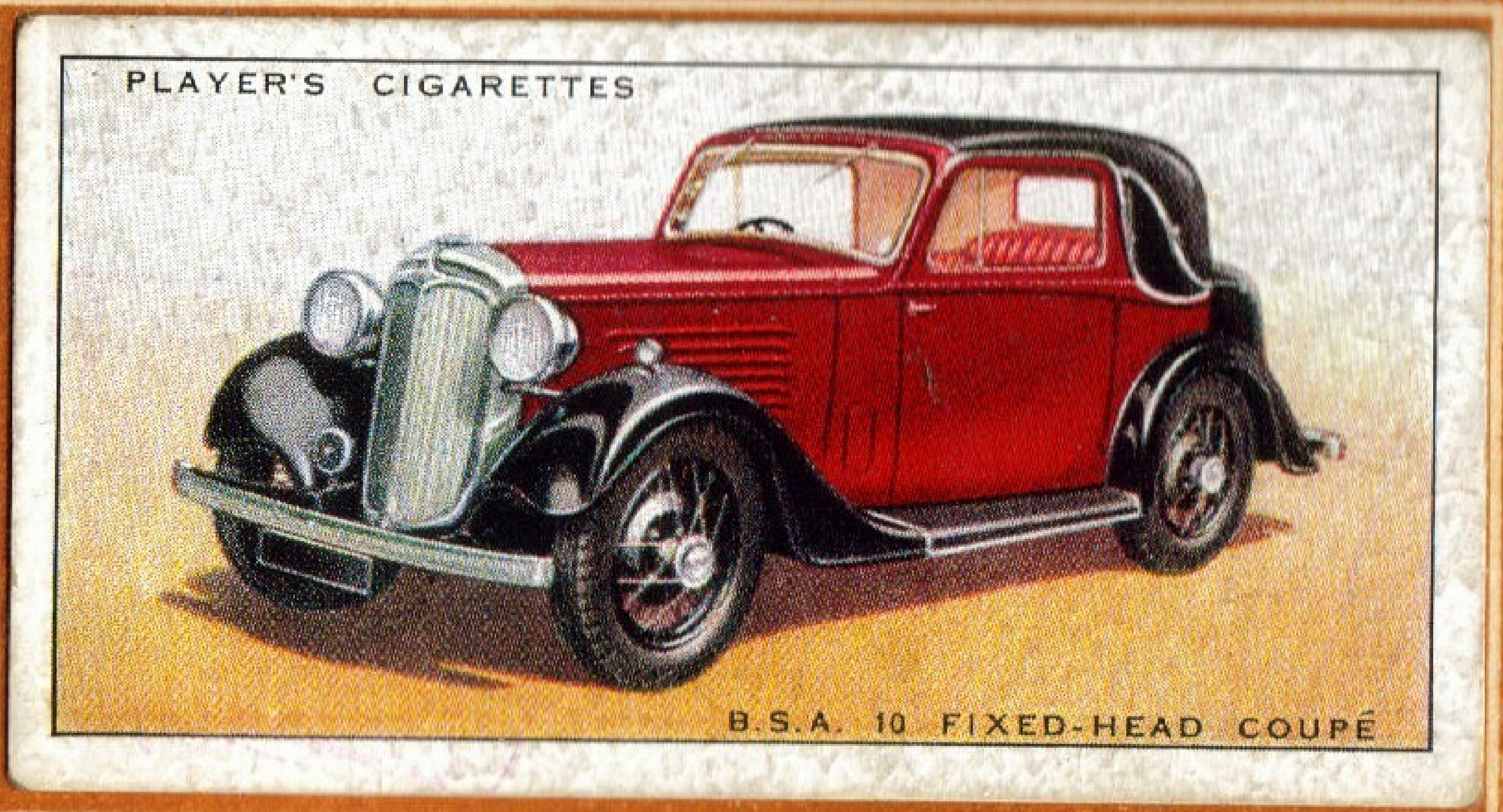
BENTLEY 3½-LITRE SPORTS TOURER. In this model the great speed and road-holding qualities of the old Bentley are combined with the silence, smoothness and polish of the Rolls-Royce. In two successive Tourist Trophy Races in Ulster, a Bentley has been the fastest car of all, finishing second both times—a proof that silence need not involve loss in performance. This model is capable of 95 m.p.h. The six-cylinder engine is of 82·5 mm. bore, 114 mm. stroke and 3,669 c.c. cap.; the R.A.C. rating is 25·3 h.p. and the annual tax £19 10s. The chassis has a 10 ft. 6 in. wheelbase and a 4 ft. 8 in. track, and is fitted with lever-controlled shock absorbers. The car is priced at £1,380. (No. 10)



...gham Castle.

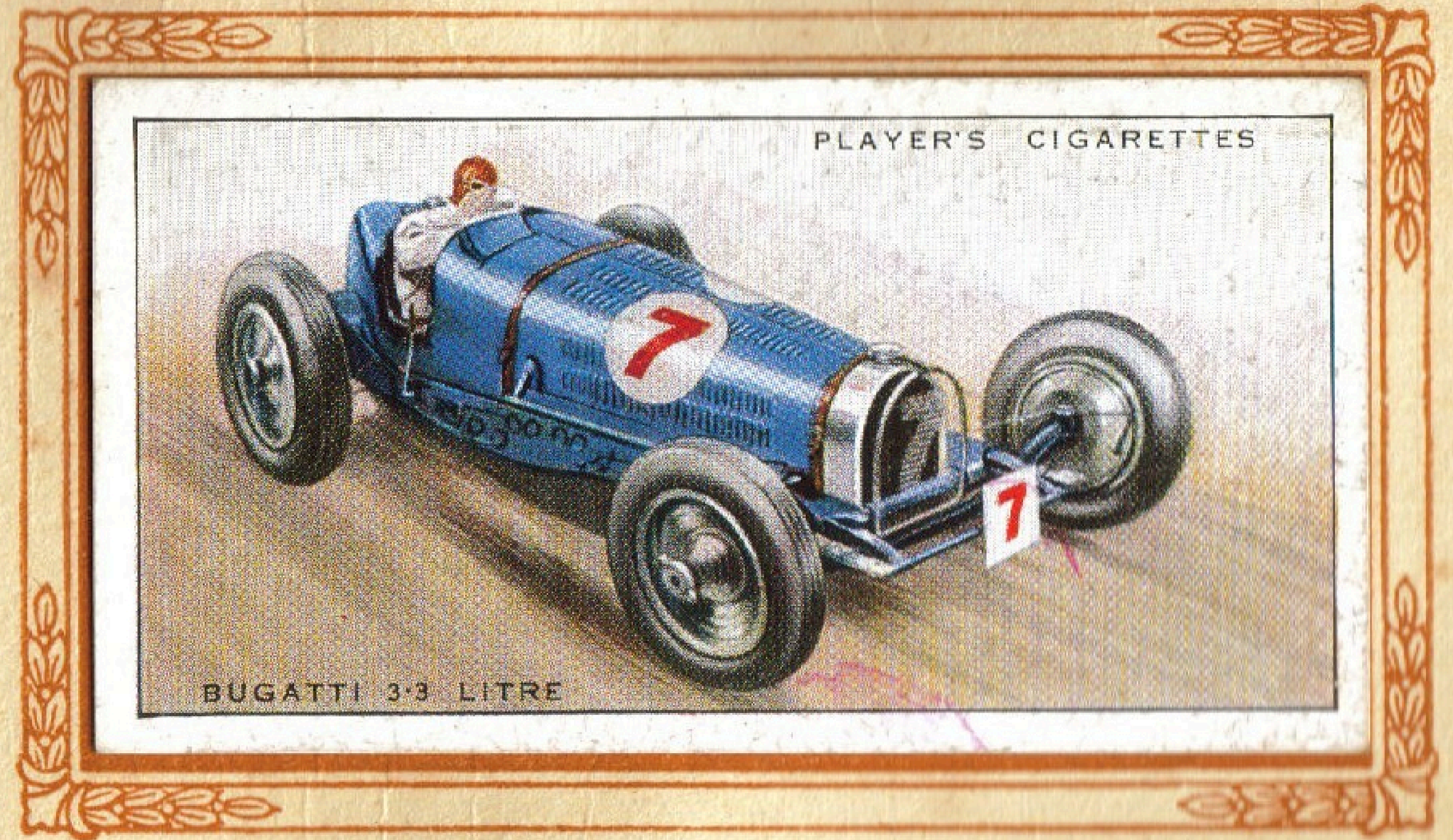


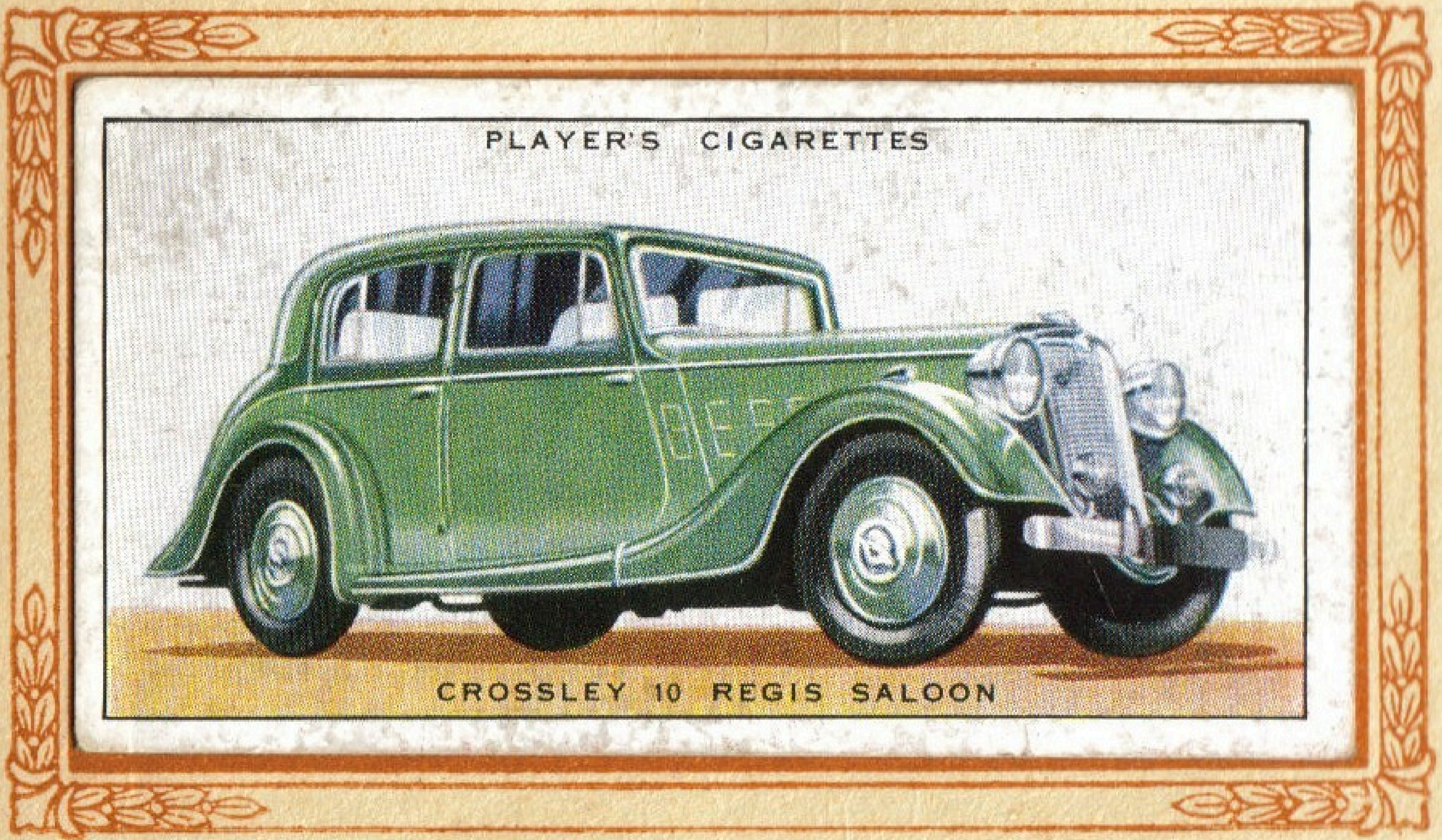
BROUGH SUPERIOR. "Ninety in silence" is the motto of the Brough Superior. The car is designed to combine speed, comfort and silence with a "dual purpose" body—a sports car in fine weather, a snug, closed car in the wet. It weighs but 27 cwt. complete, and has a four-litre engine; in consequence, it can attain 60 m.p.h. in ten seconds, and has a maximum speed of 90 m.p.h. The eight-cylinder engine is of 76 mm. bore, 114 mm. stroke and 4,168 c.c. capacity; the R.A.C. rating is 29 h.p. and the annual tax £21 15s. The chassis has a 10 ft. wheelbase, a 4 ft. 8 in. track and complete automatic lubrication; there are three speeds, and remote control. The car is priced at £695. (No. 11)

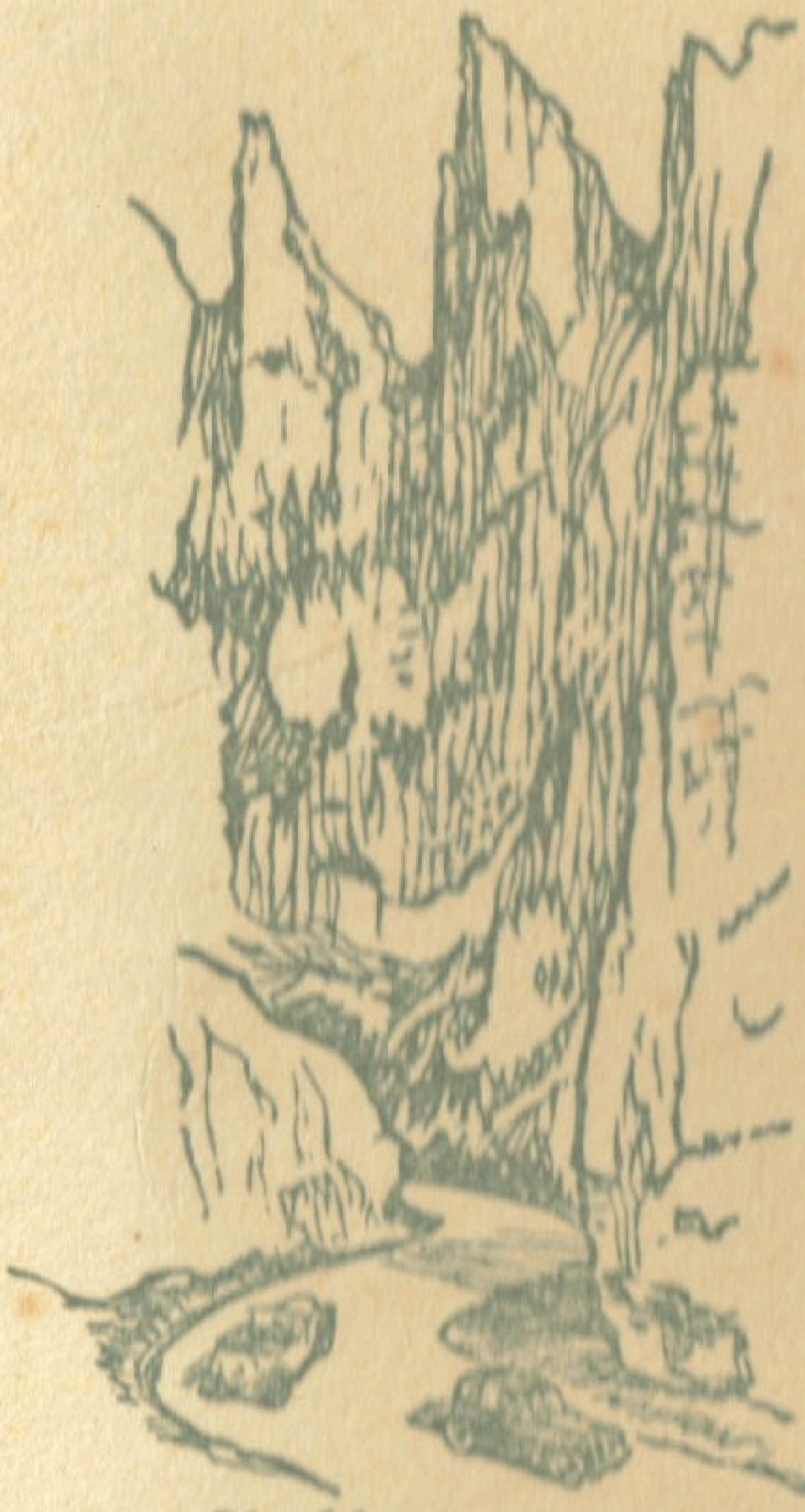


B.S.A. 10 FIXED-HEAD COUPÉ. The B.S.A. is the lowest-priced car to be fitted with the famous Daimler Fluid Flywheel Transmission, which gives to the petrol engine a flexibility almost equal to that of steam, and eliminates clutch operation. Passenger comfort has not been neglected, and comfortable accommodation for four persons is provided. It has a maximum speed of 60 m.p.h. and a cruising speed of 45-50 m.p.h. The four-cylinder engine is of 63·5 mm. bore, 105 mm. stroke and 1,330 c.c. capacity; the R.A.C. rating is 10 h.p. and the annual tax £7 10s. The chassis has an 8 ft. 3 in. wheelbase and a 4 ft. track. The car is priced at £235. (No. 12)

BUGATTI 3·3 LITRE. Of the racing cars built to the present Grand Prix formula, which permits an engine of any size provided the whole car without tyres or fuel weighs under 750 kilog. (14¾ cwt.), the Bugatti 3·3 is the only one available for British drivers to handle. During the first half of 1935, Brian Lewis and Earl Howe drove a pair as a team. Lewis won the Mannin Moar Race in the Isle of Man, while Earl Howe was second both in the Donington Grand Prix and the Picardy Grand Prix. Benoist won the latter race on a Bugatti. The car has an eight-cyl. engine of 72 mm. bore, 100 mm. stroke and 3,275 c.c. cap.; unlike other Grand Prix cars, it has normal springing. (No. 13)



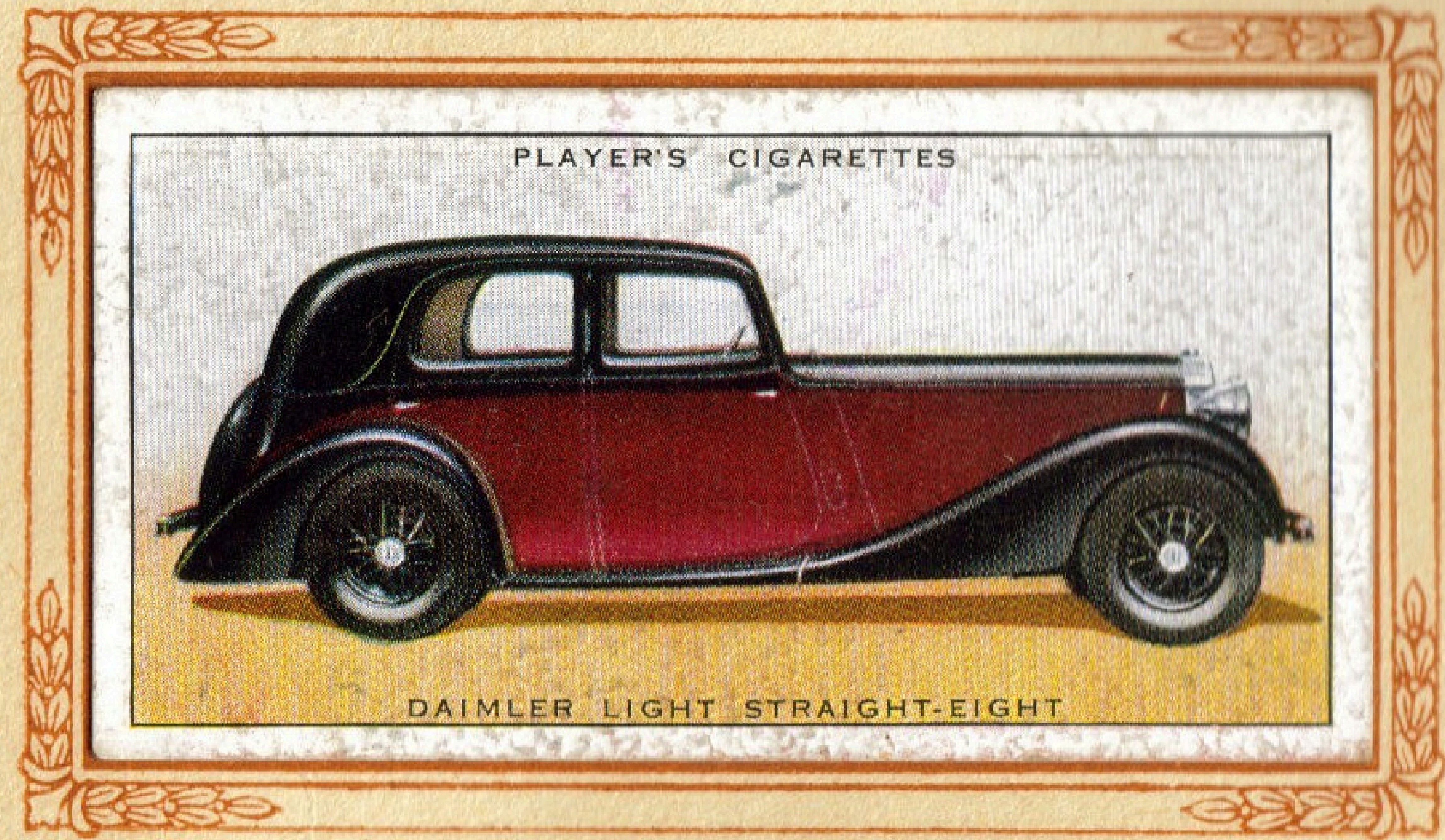




Cheddar Gorge.

CROSSLEY 10 REGIS SALOON. The Crossley Regis is thoroughly modern both in chassis and body. Perhaps the outstanding feature is its combination of automatic centrifugal clutch and pre-selective gear-box. The Ten can travel at 65 m.p.h. and the smart-looking body has specially designed seats, draughtless ventilation and good luggage space. The four-cylinder engine, of 63 mm. bore, 90 mm. stroke and 1,122 c.c. capacity, is fitted with overhead inlet valves operated by push-rods; the R.A.C. rating is 9·8 h.p. and the annual tax £7 10s. The chassis has a 9 ft. 0½ in. wheelbase, a 4 ft. track, and self-energizing brakes. The car is priced at £335. (No. 14)

DAIMLER LIGHT STRAIGHT-EIGHT. Designed for the owner-driver, this model combines the performance of the best sports cars with the smoothness, comfort and almost perfect silence that have been traditional Daimler qualities since the early days of motoring. The 3½-litre engine, with its dual down-draught carburettor, in a light but very strong chassis, produces a high maximum speed and a cruising speed of 70 m.p.h. The eight-cylinder engine is of 72 mm. bore, 105 mm. stroke and 3,421 c.c. cap.; the R.A.C. rating is 25·7 h.p. and the annual tax £19 10s. The chassis has a 10 ft. 3 in. wheelbase, and a 4 ft. 9 in. track. The sports saloon is priced at £995. (No. 15)





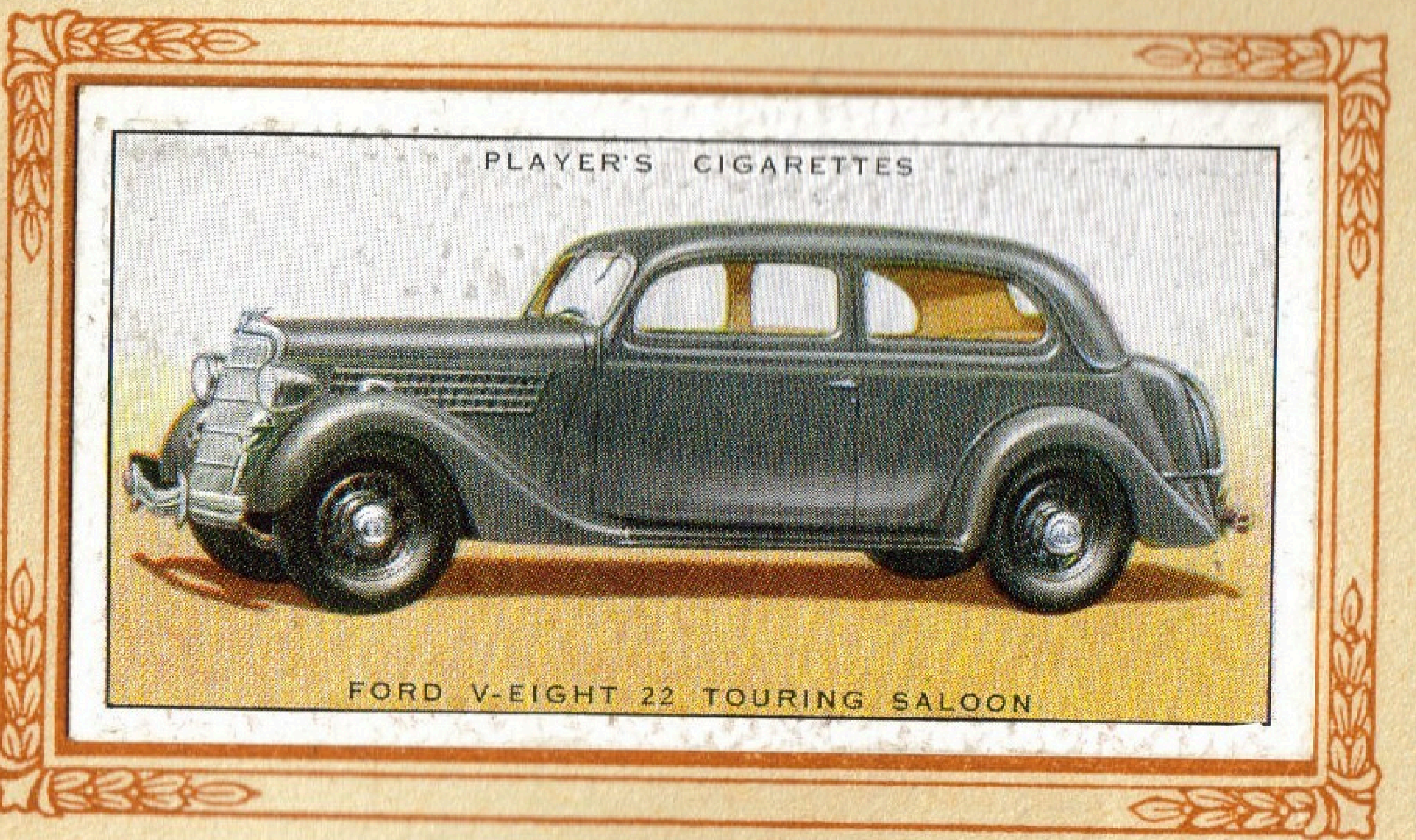
DAIMLER 15 SALOON. This car has all the aristocratic qualities associated with the make—together with the lightness, liveliness and reasonable price of a superior family car. The maximum speed is over 70 m.p.h. and the cruising speed is 60 m.p.h., while the fluid flywheel transmission, comprising the Daimler fluid flywheel and Wilson pre-selective self-changing gear-box, gives a flexibility almost rivalling that of a steam-engine. The six-cylinder engine is of 63·5 mm. bore, 105 mm. stroke and 2,003 c.c. capacity; the R.A.C. rating is 15 h.p. and the annual tax £11 5s. The chassis has a 9 ft. 1¼ in. wheelbase, and a 4 ft. 2½ in. track. The car is priced at £465. (No. 16)



Shakespeare's Birthplace, Stratford-on-Avon.

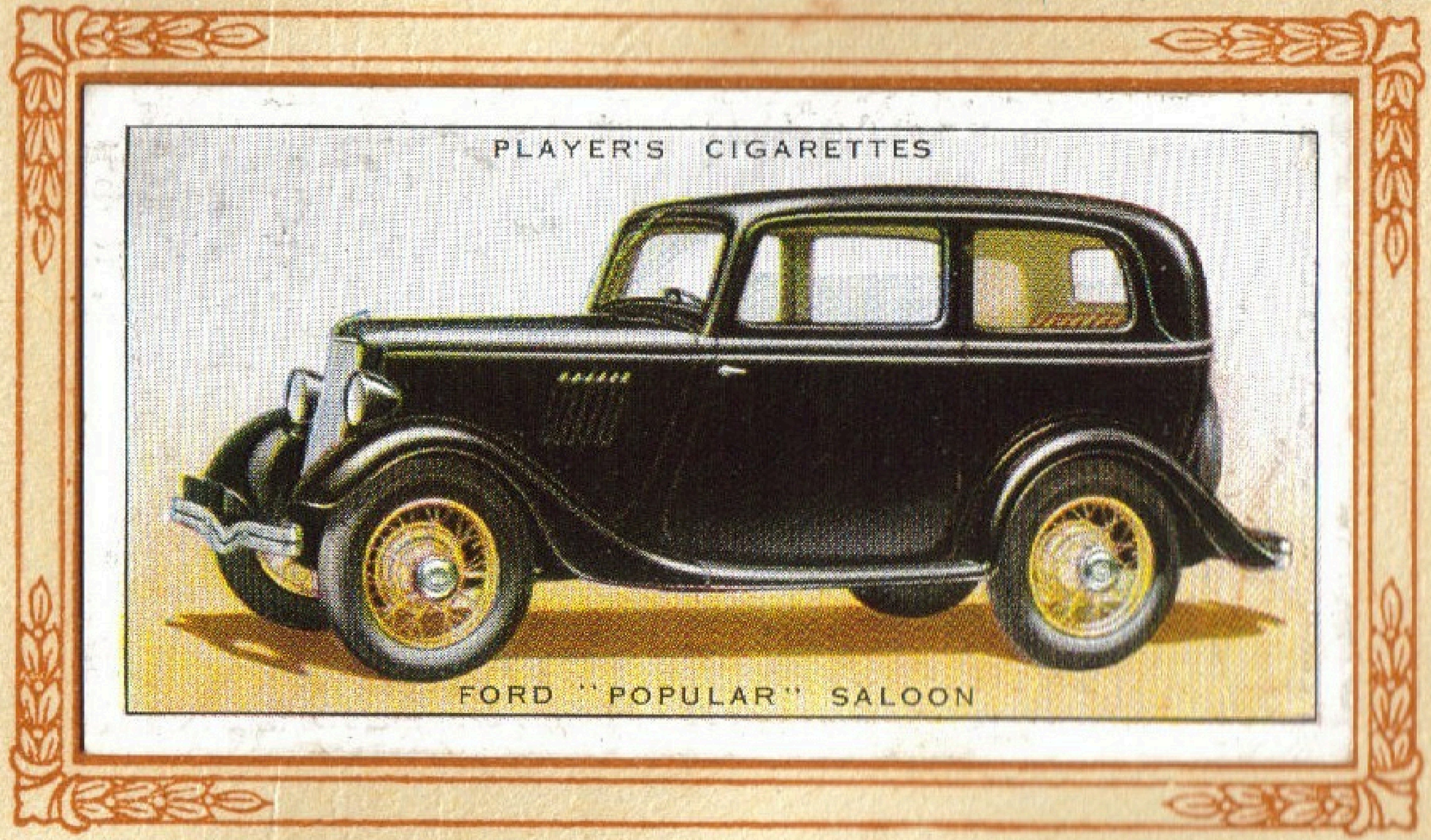


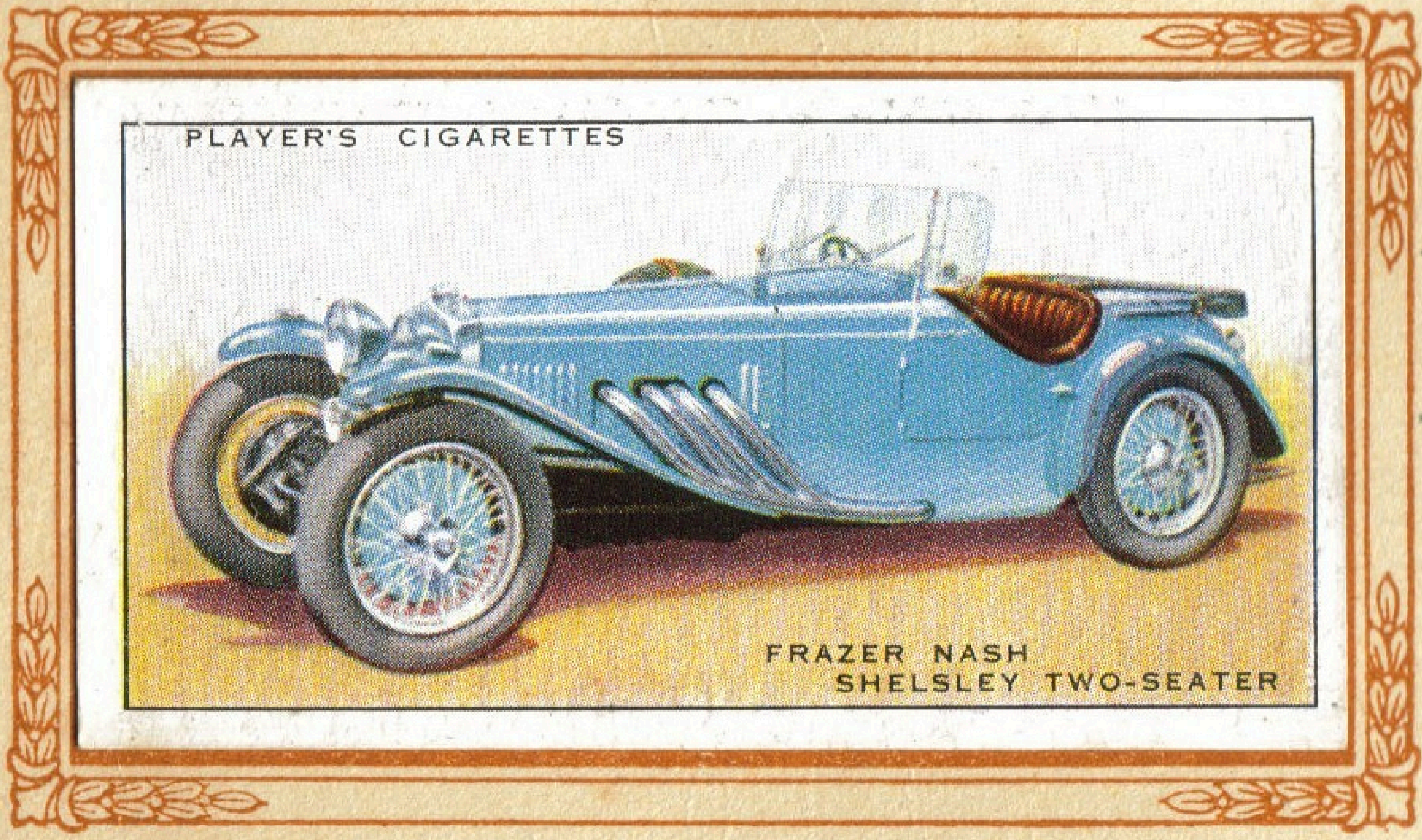
E.R.A. 1½-LITRE. E.R.A. stands for English Racing Automobiles, Ltd., the title adopted by a small band of enthusiasts, headed by Mr. Humphrey Cook. They have not only produced a true British racing car—the first for many years—but have made it supreme in its class. In 1935 the 1½-litre E.R.A. won every Continental race but one open to 1,500 c.c. cars, while in Great Britain it won the Mannin Beg Race in the Isle of Man, the Nuffield Trophy at Donington and the Shelsley Walsh hill-climb record. The basis of the E.R.A. is a Riley engine, much modified, in a specially designed chassis. It has six cylinders, and is of 57·5 mm. bore, 95·3 mm. stroke and 1,484 c.c. capacity, supercharged. (No. 17)

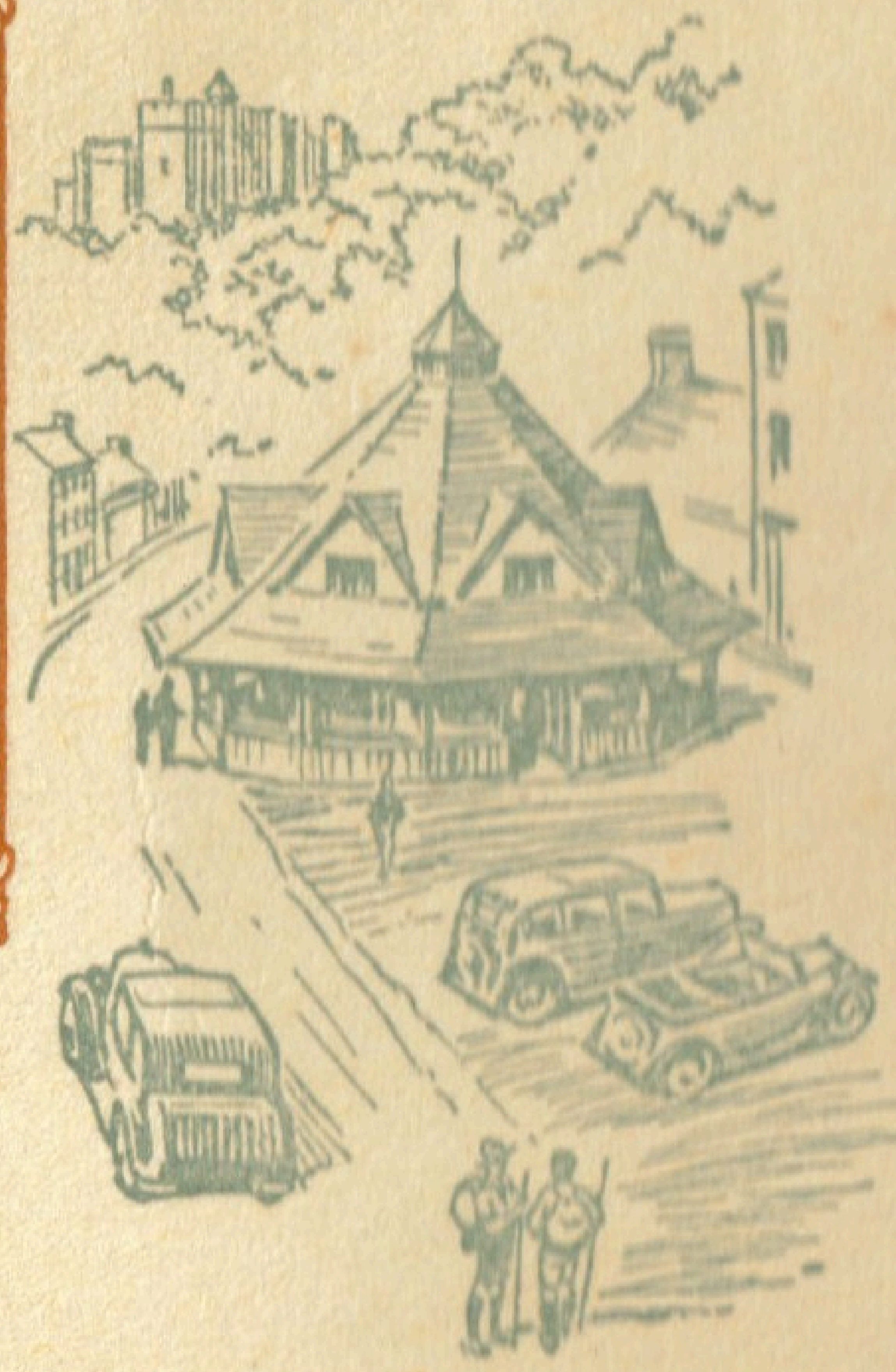


FORD V-EIGHT 22 TOURING SALOON. The new Ford V-Eight is a British car, built at Dagenham. It possesses all the famous 30 h.p. model's features of spaciousness, riding comfort, and ample luggage accommodation, and has a maximum speed of 72 m.p.h., with a cruising speed of 55-60 m.p.h. Though it ranks as a big car, it is very easy to handle, and the equipment is complete. The engine, which has eight cylinders in two banks set at 60 degrees, is of 66 mm. bore, 81·5 mm. stroke and 2,230 c.c. cap.; the R.A.C. rating is 22 h.p. and the annual tax £16 10s. The chassis has a 9 ft. 4 in. wheelbase and a 4 ft. 10½ in. track. The car is priced at £220. (No. 18)

FORD "POPULAR" SALOON. This model is the first British saloon car to be sold at £100. Considering the chassis dimensions, there is surprising roominess, and with an all-steel welded body the car has a good power-weight ratio which makes brisk acceleration and good hill-climbing possible. It has a maximum speed of over 60 m.p.h. and a cruising speed of 45 m.p.h. or more. The four-cylinder engine is of 56·6 mm. bore, 92·5 mm. stroke and 933 c.c. capacity; the R.A.C. rating is 7·96 h.p. and the annual tax £6; there are three speeds, with synchromesh. The chassis has a 7 ft. 6 in. wheelbase and a 3 ft. 9 in. track. (No. 19)



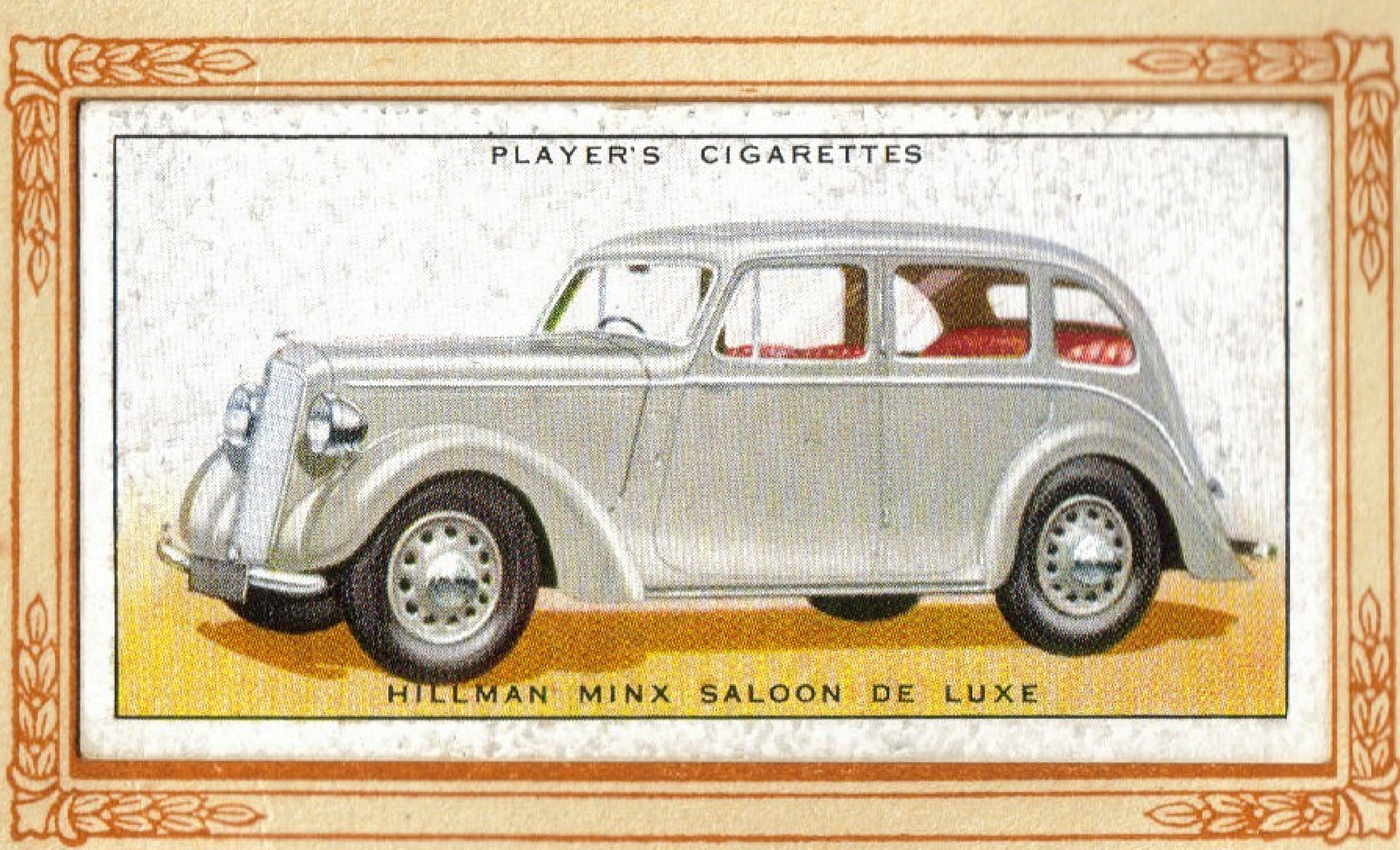


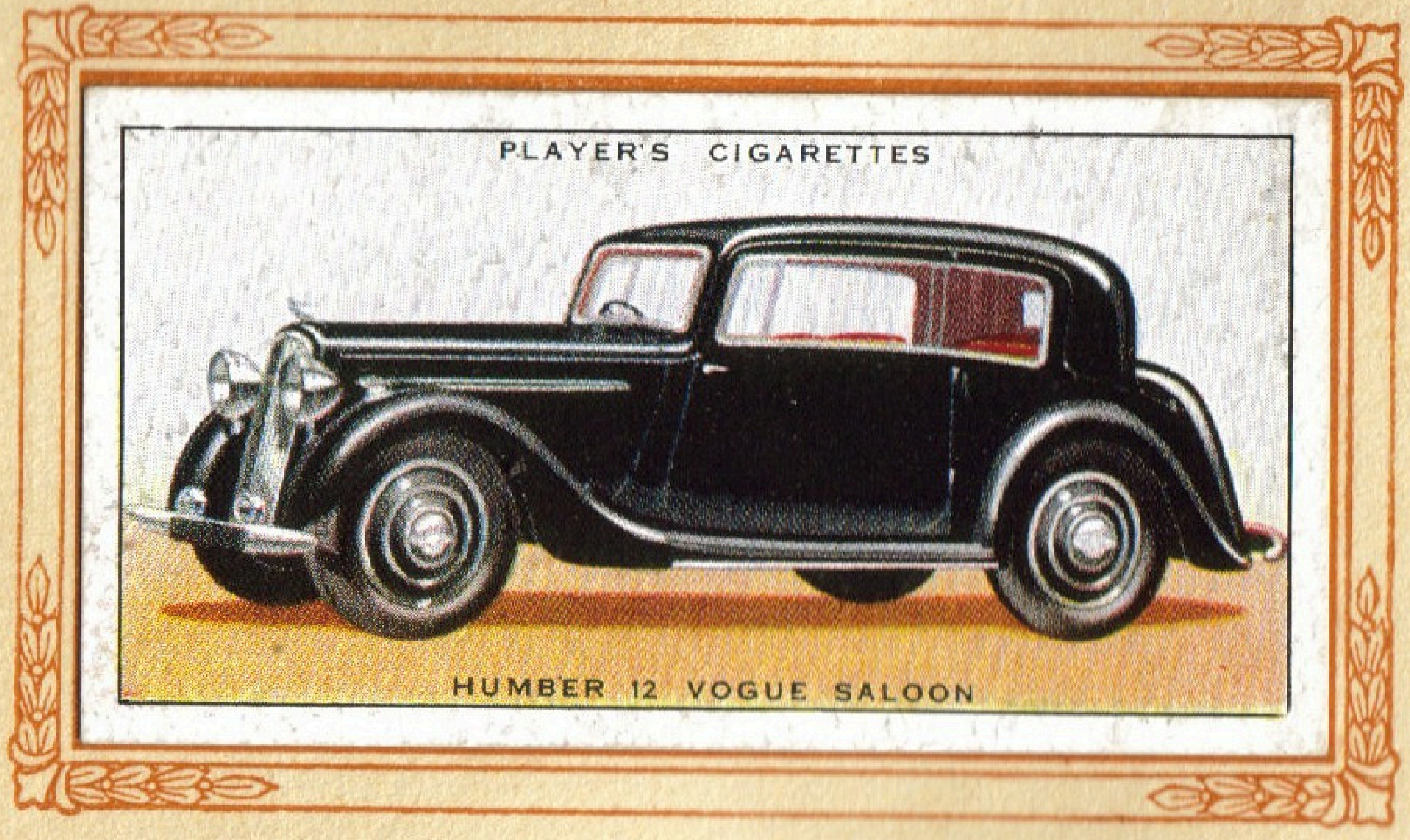


Yarn Market & Castle, Dunster.

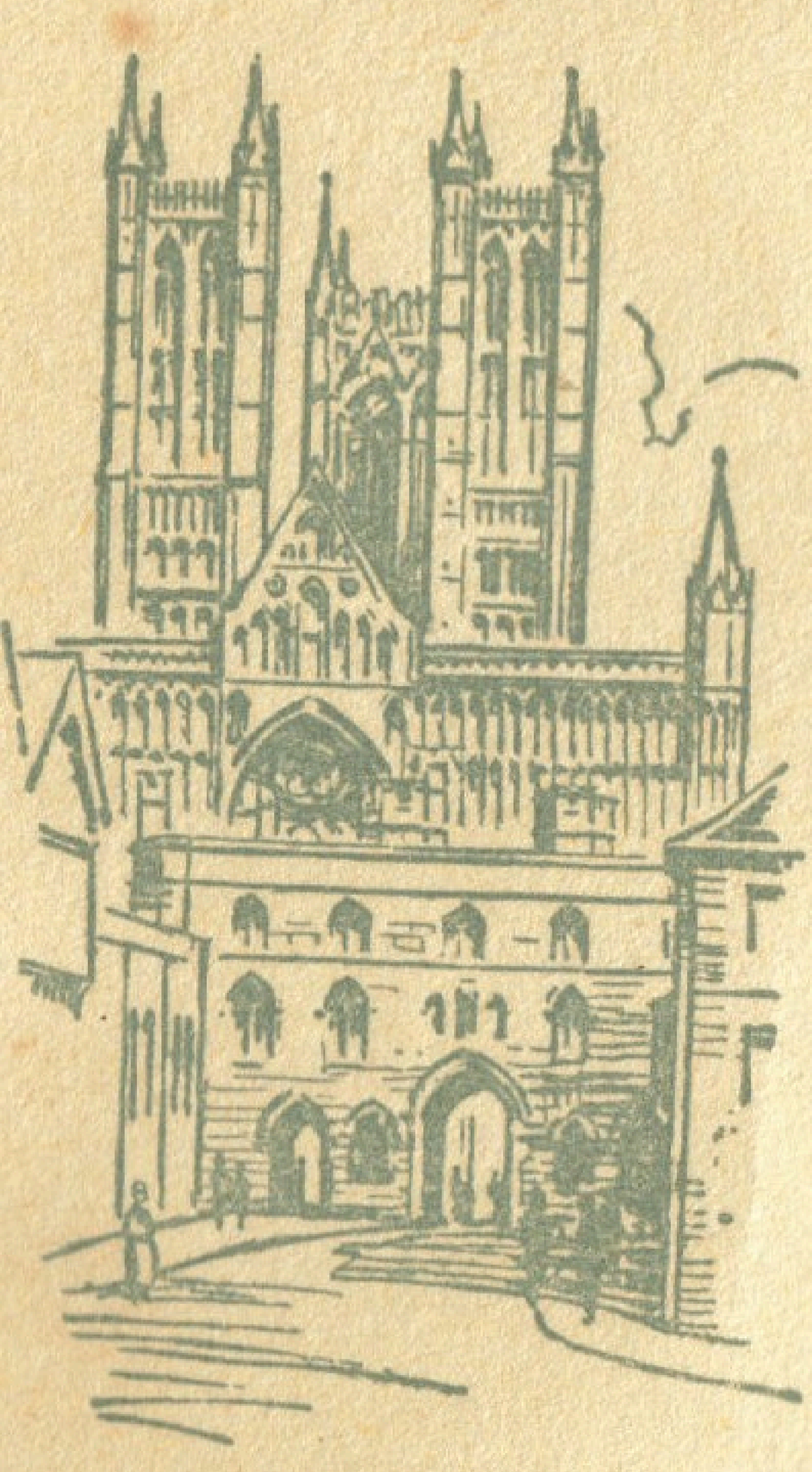
FRAZER NASH SHELSLEY TWO-SEATER. This is one of the most famous of all British sports cars. The supercharged four-cylinder model illustrated is marketed with a guaranteed maximum road speed of 105 m.p.h., yet it pays only £9 tax. Frazer Nashes are favourite cars for competitions and trials, for besides being fast, with rapid acceleration, they have astonishing road-holding and hill-climbing powers. The engine, of 69 mm. bore, 100 mm. stroke and 1,496 c.c. capacity, has twin Centric superchargers; the R.A.C. rating is 12 h.p. The chassis has a 9 ft. wheelbase, a 4 ft. track (front), a 3 ft. 6 in. track (rear), and a solid rear axle; the final drive is transmitted by chains. The car is priced at £850. (No. 20)

HILLMAN MINX MAGNIFICENT SALOON. The "Minx Magnificent" as it is now called, is a striking example of a light car with plenty of room, good performance and full equipment at a modest price. It is a full four-seater with wide doors, big windows and a luggage boot in the tail. It has a maximum speed of 60-65 m.p.h. and a cruising speed of 45-50 m.p.h. The four-cylinder engine is of 63 mm. bore, 95 mm. stroke and 1,185 c.c. capacity; the R.A.C. rating is 9·8 h.p. and the annual tax £7 10s. The chassis has a 7 ft. 8 in. wheelbase and a 4 ft. track. The gear-box is four-speed all-synchromesh. The saloon is priced at £159, the de luxe model at £175. (No. 21)

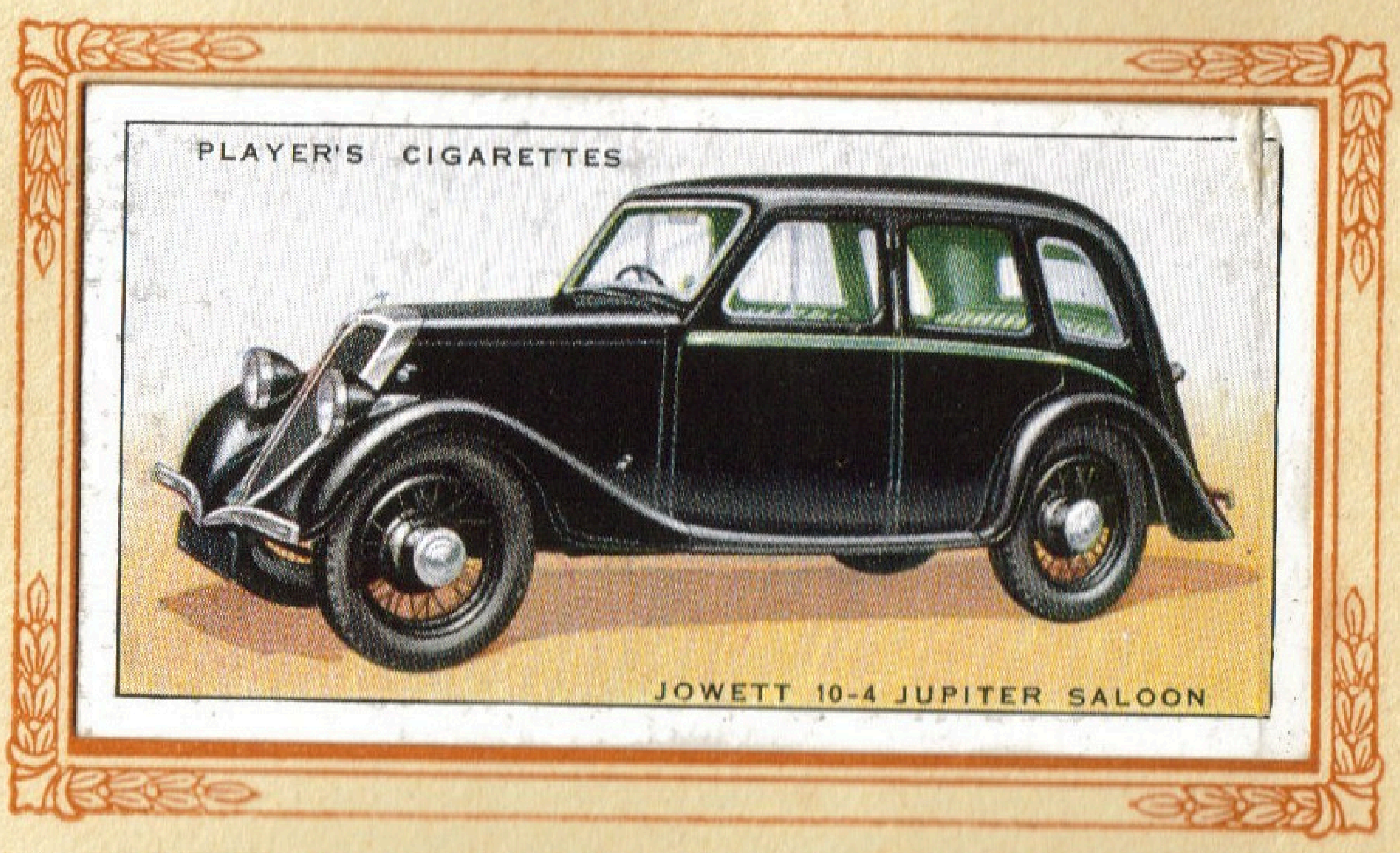




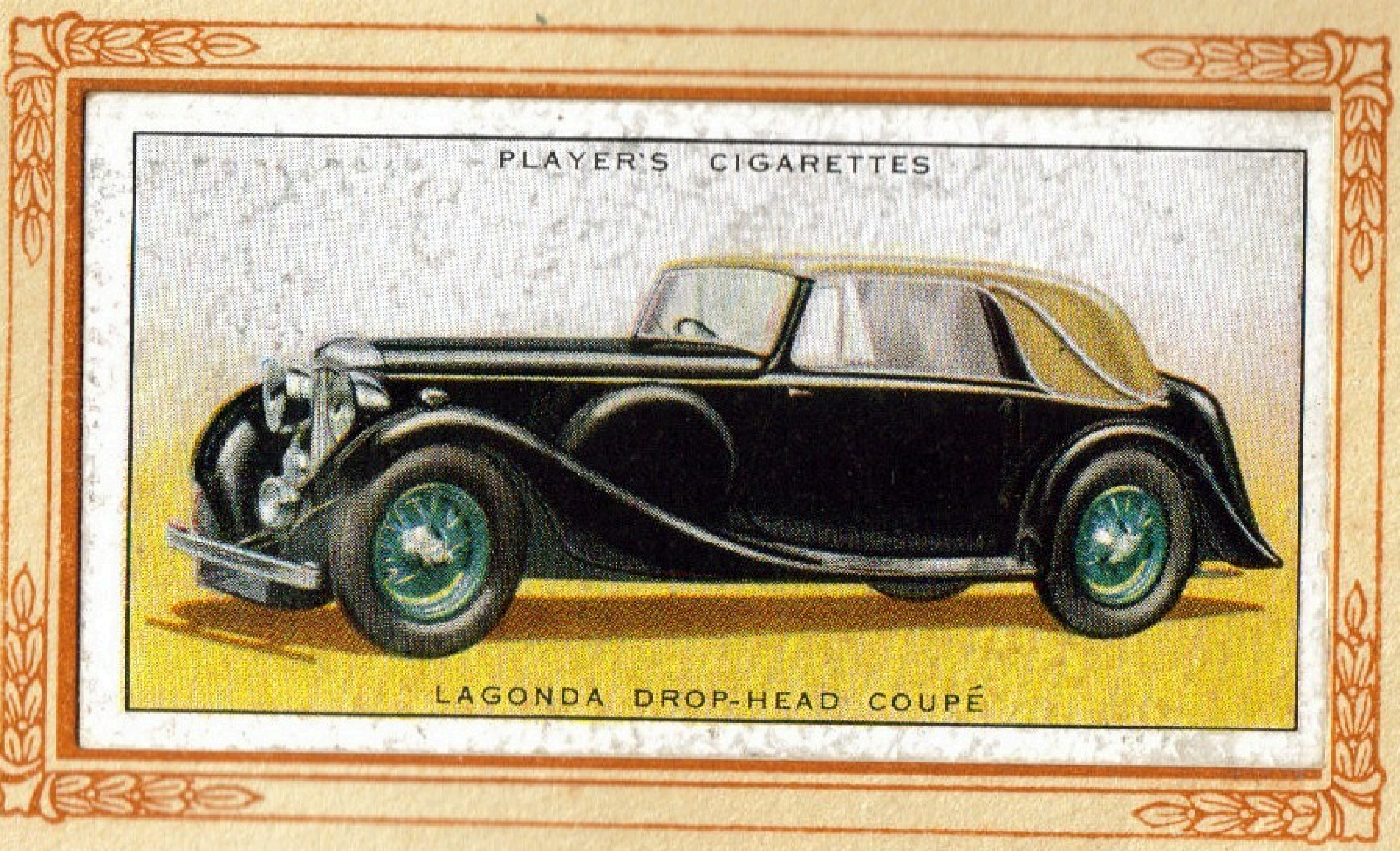
HUMBER TWELVE VOGUE SALOON. Built for those who want something different, this four-cylinder car combines the advantages of low tax and fuel economy with the smoothness and much of the good performance of the larger Humbers. The coachwork is of strikingly individual style, designed exclusively for Humber. This model has a maximum speed of 65-70 m.p.h. and a cruising speed of 50 m.p.h. or more. The four-cylinder engine is of 69·5 mm. bore, 110 mm. stroke and 1,669 c.c. cap.; the R.A.C. rating is 11·98 h.p. and the annual tax £9. There are four speeds, all synchromesh. The chassis has an 8 ft. 3 in. wheelbase and a 4 ft. 3 in. track. The car is priced at £335. (No. 22)



Lincoln Cathedral & Exchequer Gate.

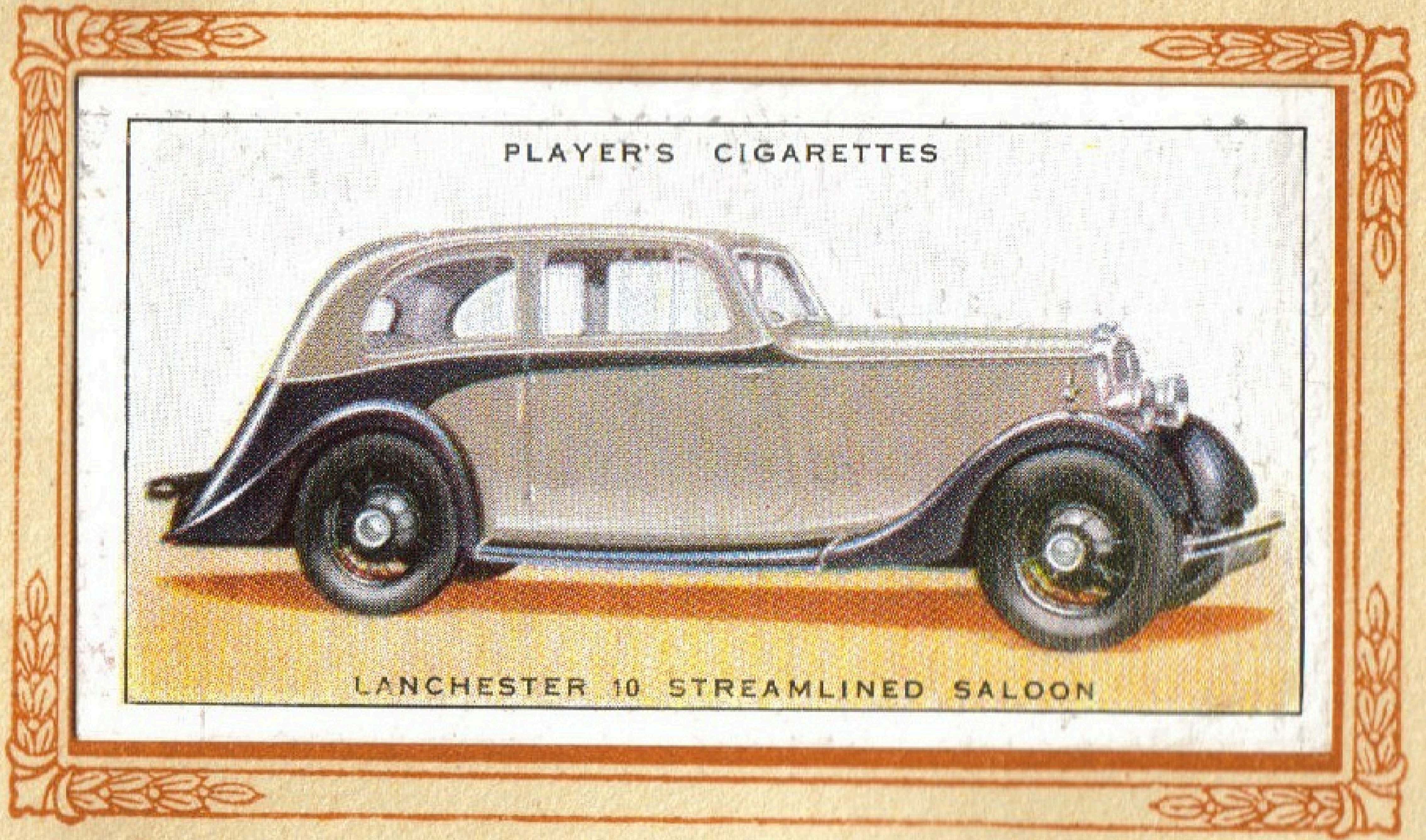


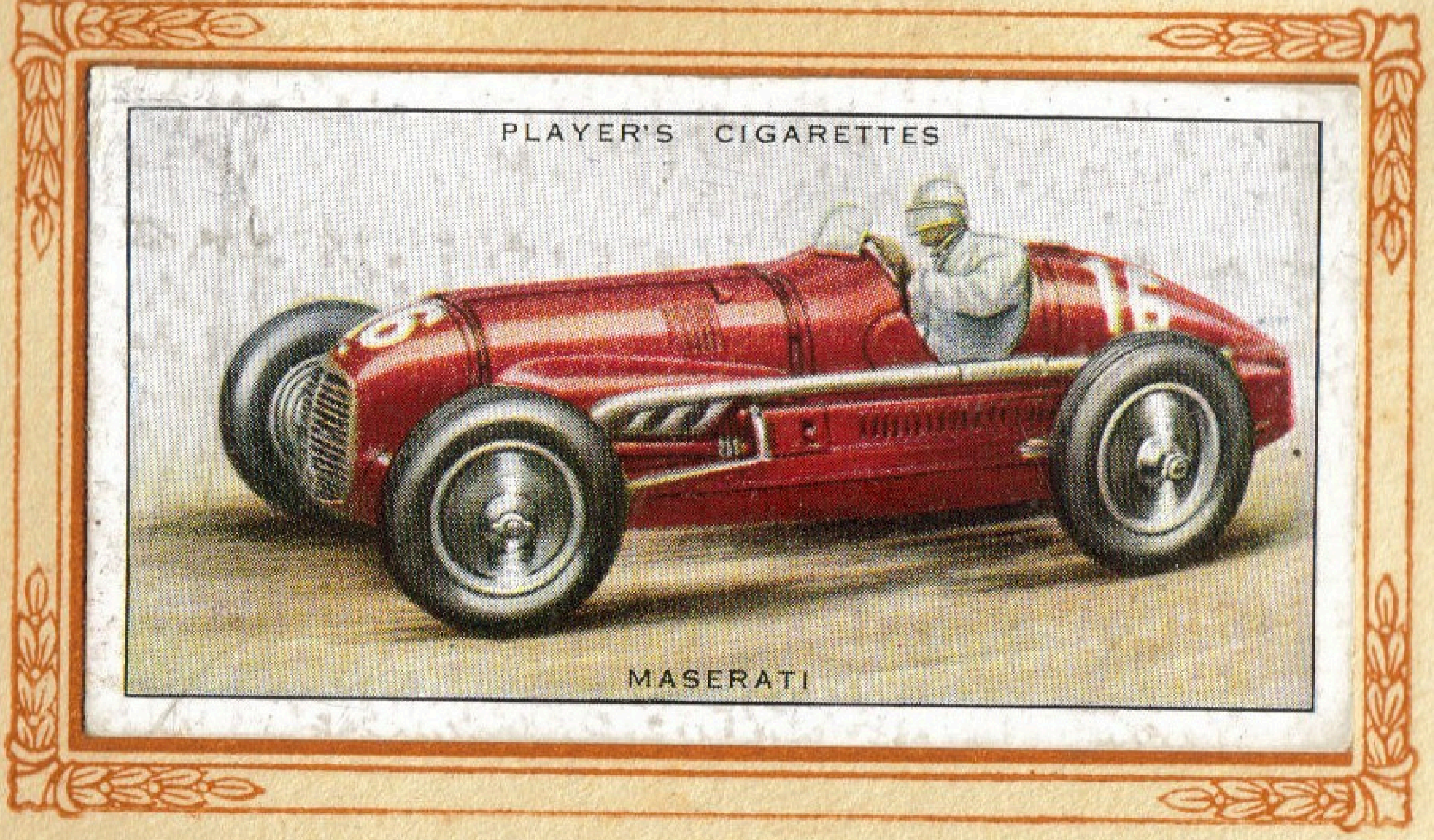
JOWETT 10-4 JUPITER SALOON. Jowett's are best known in the north, where the firm has built up a fine business and reputation on two-cylinder power units, whose sturdy little 7 h.p. engine has driven large and roomy saloons with unfailing reliability. This is the first model to be fitted with a four-cylinder horizontally opposed engine, for which a performance is claimed of 65 m.p.h. and 35 m.p.g. The water-cooled engine is of 63·5 mm. bore, 92 mm. stroke and 1,166 c.c. capacity; the R.A.C. rating is 10 h.p. and the annual tax £7 10s. The chassis has an 8 ft. 6 in. wheelbase, a 3 ft. 9 in. track, and is fitted with an automatic centrifugal clutch and free-wheel. The car is priced at £197 10s. (No. 23)

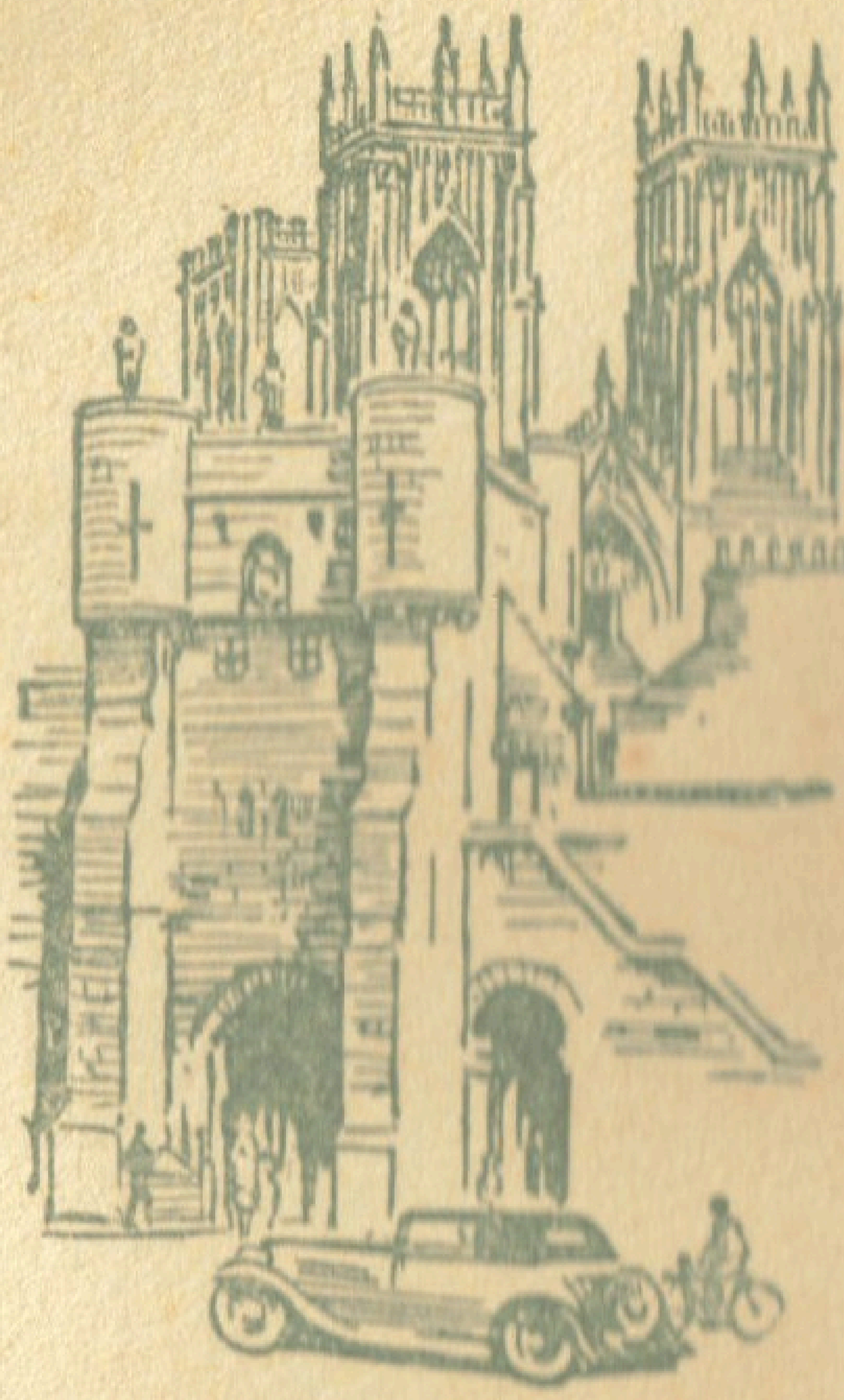


LAGONDA DROP-HEAD COUPÉ. The reconstructed Lagonda firm is now concentrating on the model which won the famous Le Mans 24-hours' Race in 1935. Its speed has actually been increased and its quite exceptional road-holding and steering qualities improved; at the same time it has been made quiet-running, comfortable and very flexible. The maximum speed of the coupé is well over 90 m.p.h., with a cruising speed of 70 m.p.h. The six-cylinder engine is of 88·5 mm. bore, 120·64 mm. stroke and 4,453 c.c. cap.; the R.A.C. rating is 29·13 h.p.; annual tax £22 10s. The chassis has a 10 ft. 9 in. wheelbase and a 4 ft. 9½ in. track. The car is priced at £1,125. (No. 24)

LANCHESTER 10 STREAMLINED SALOON. This car has made luxury motoring possible in a "four" of modest power and price. Advantage has been taken of the new taxation scale to increase the engine power slightly, with much gain in acceleration and climbing power. The maximum speed is about 65 m.p.h. and the cruising speed 50-55 m.p.h. The four-cylinder engine is of 66 mm. bore, 105 mm. stroke and 1,444 c.c. capacity; the R.A.C. rating is 10·8 h.p. and the annual tax £8 15s. The chassis has an 8 ft. 6½ in. wheelbase and a 4 ft. track; the famous Daimler Fluid Flywheel Transmission, is a feature of this car, which is priced at £308. (No. 25)



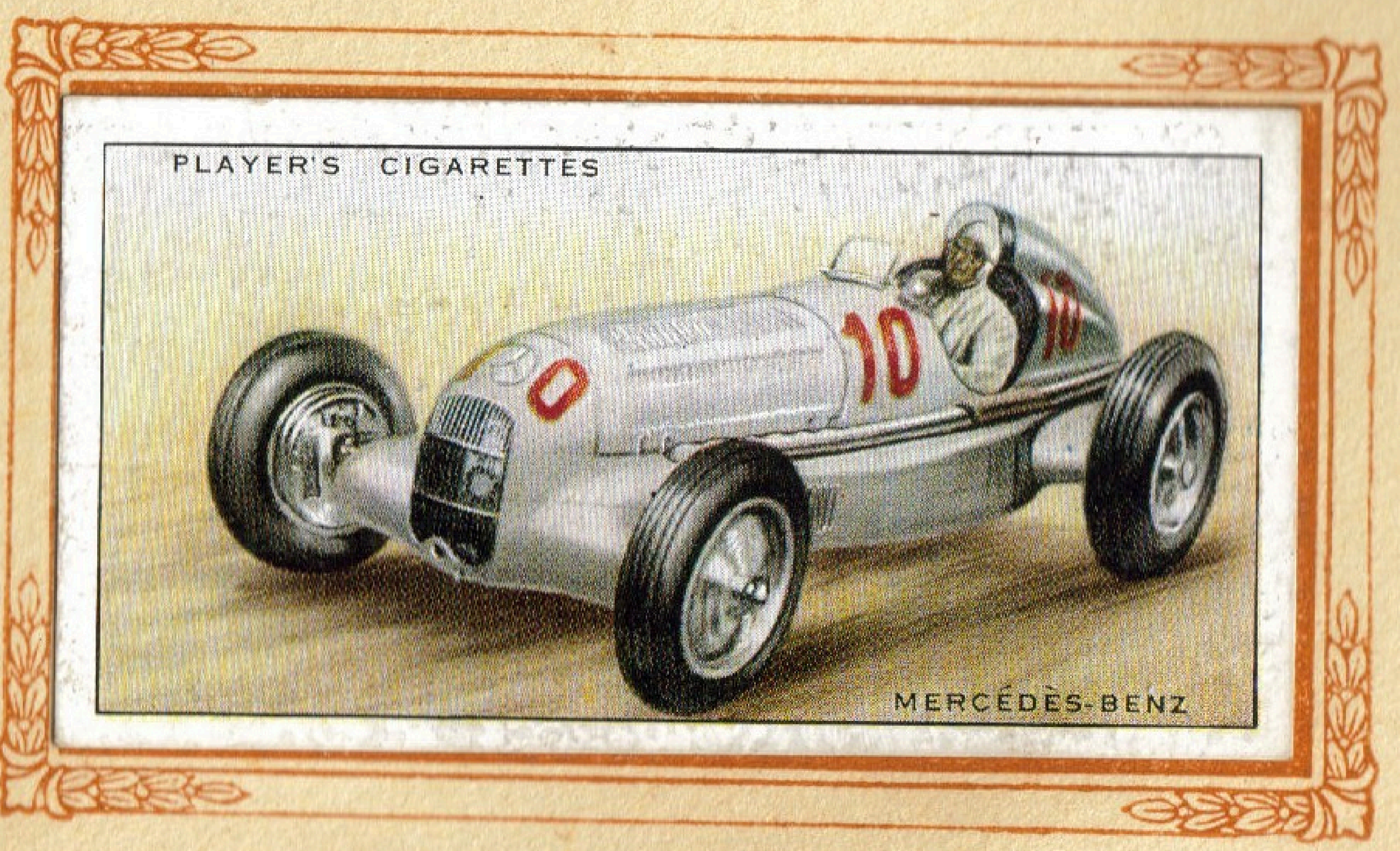


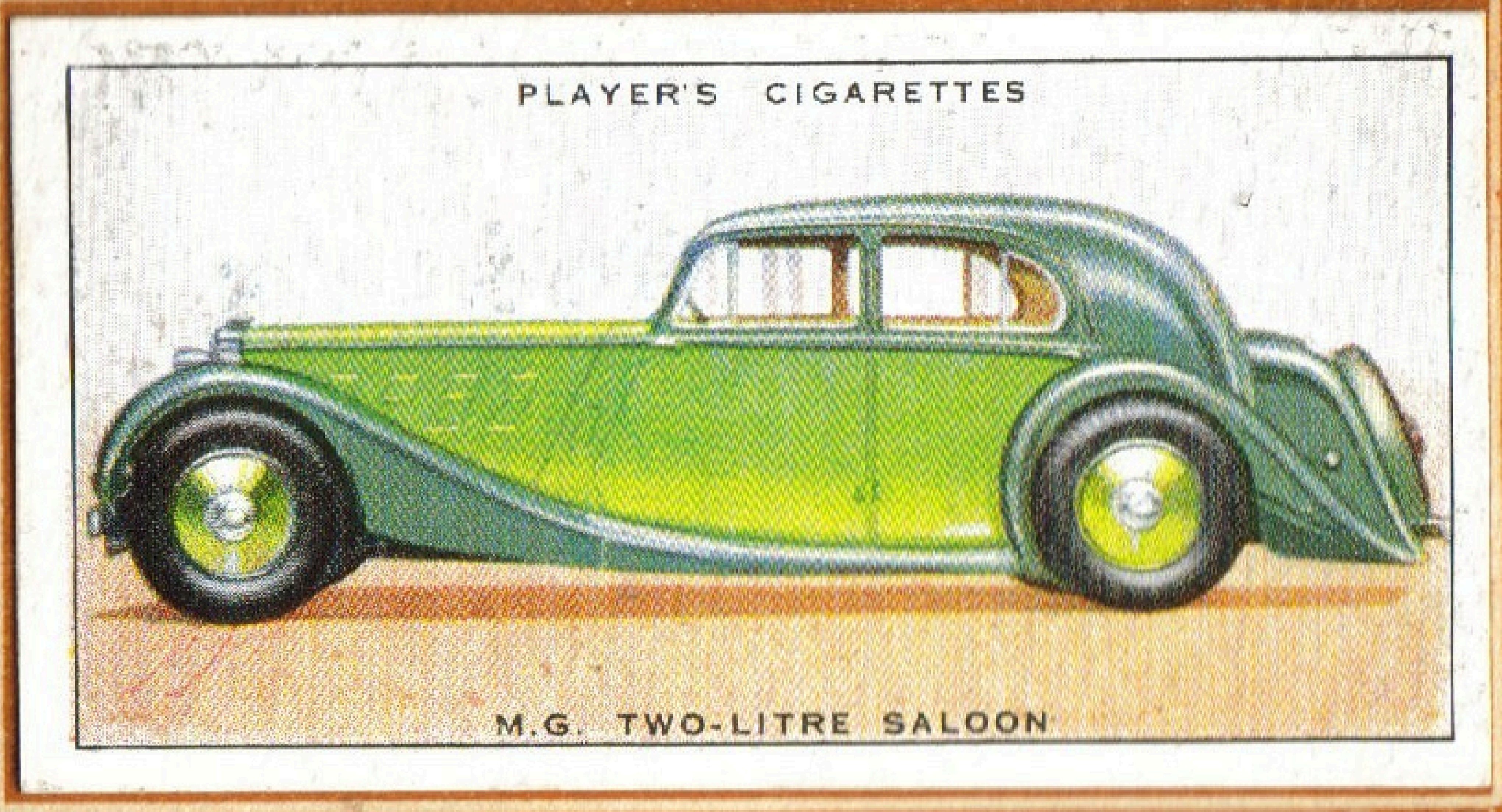


Bootham Bar & York Minster.

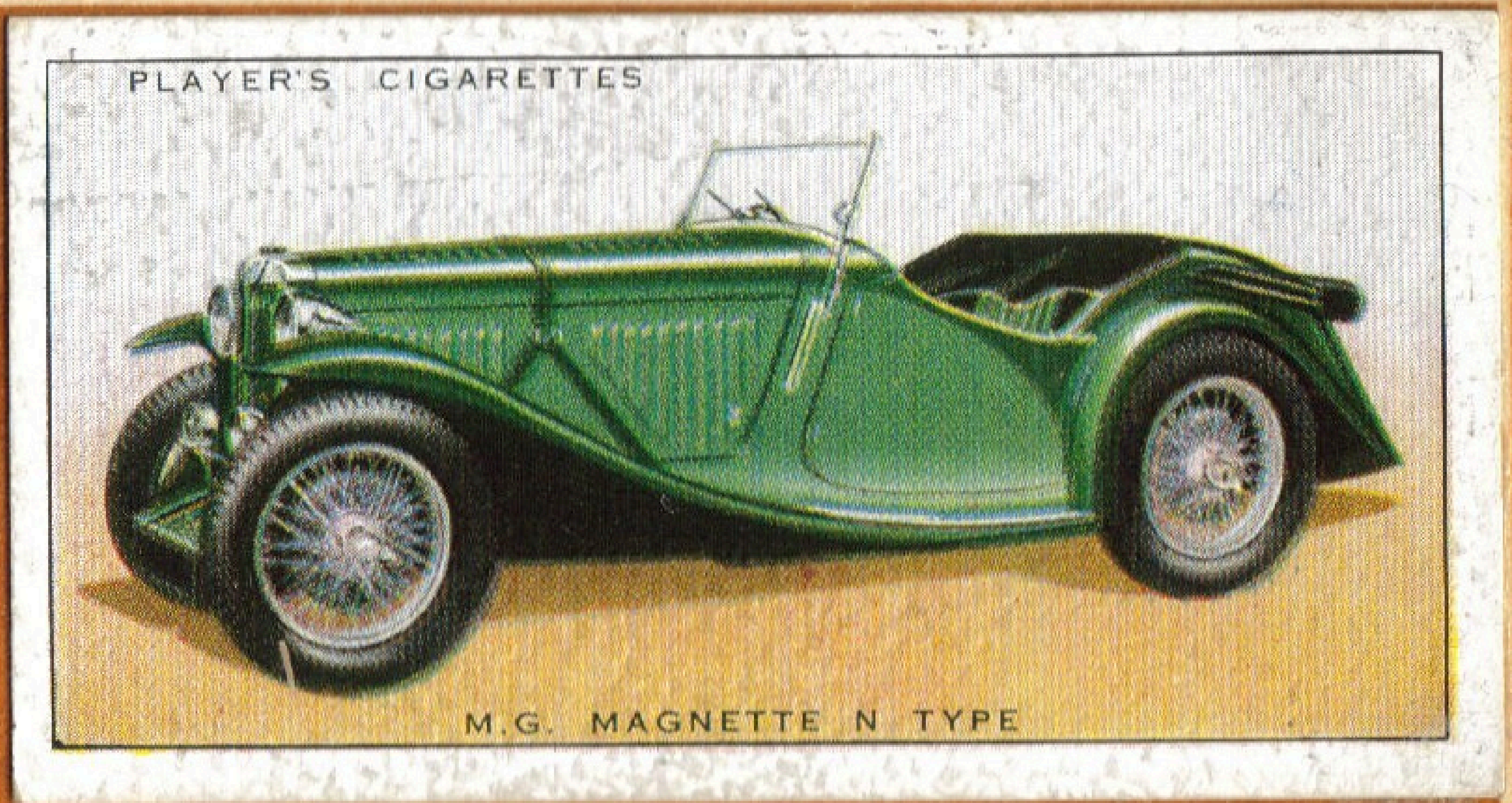
MASERATI. Italy's two champions against the German challenge to her motor racing supremacy in 1935 were Alfa-Romeo and Maserati. The latter had been very successful in 1934, and the young Anglo-American, Whitney Straight, had won several good races on cars of that make at home and on the Continent. Much of 1935 was spent in experimenting, and only one race of any importance was won. G. Farina, a promising driver, brought one of the latest models to Donington for the big race there in October, but it was unsuited to the narrow course with its sharp corners. No details are known of the engine, except that it is a sixteen-cylinder in two banks of eight, and is of 4,500 c.c. capacity. (No. 26)

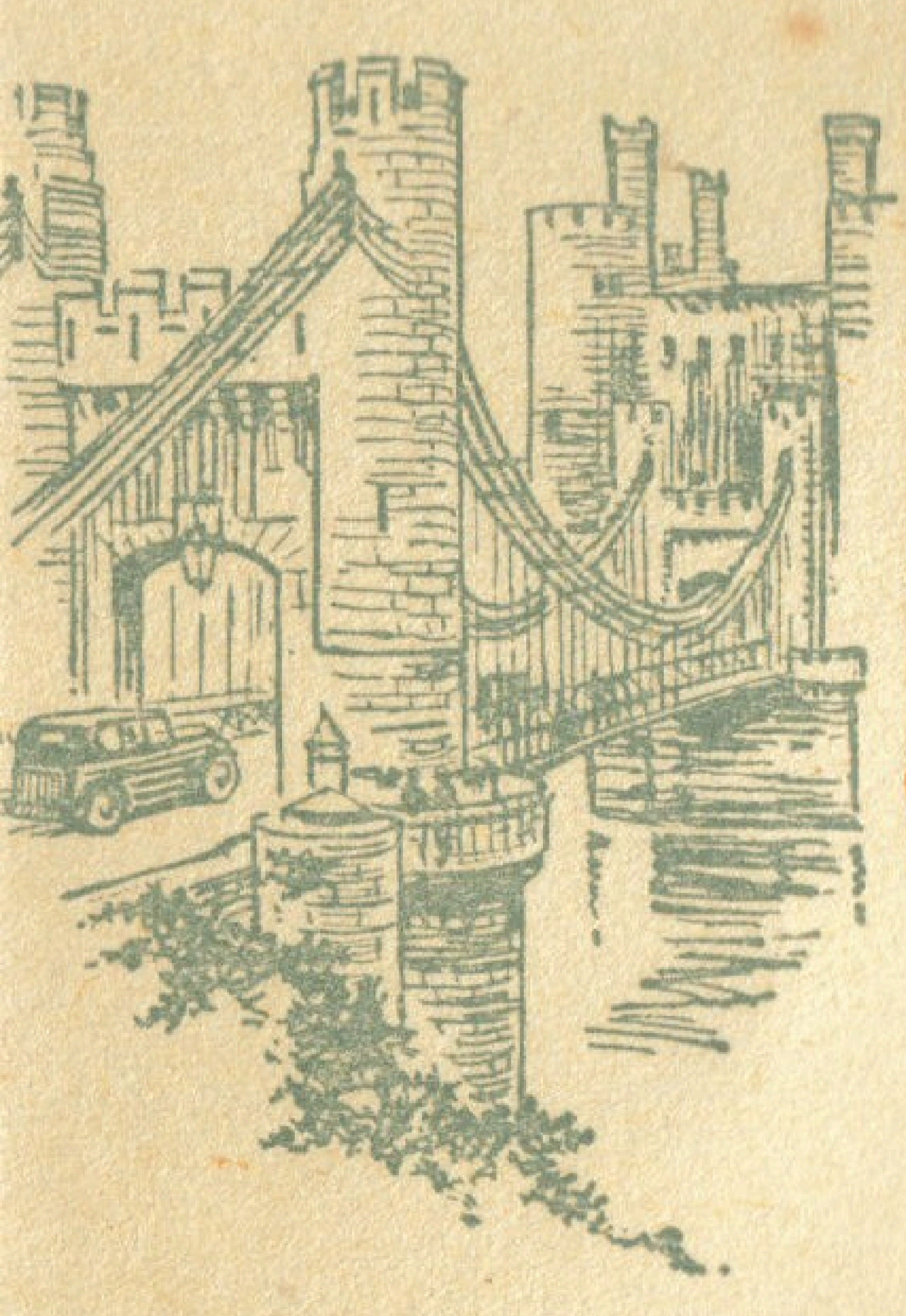
MERCÉDÈS-BENZ. The most successful racing car of 1935 was the Mercédès-Benz which, with the Auto-Union, captured for Germany the supremacy previously held by Italy. Rudolf Caracciola, leader of the Mercédès team, won five Grands Prix and was acclaimed the champion driver of the year. On a straight stretch of road in Hungary, he covered a kilometre at a speed of 199 m.p.h. He also won the Tripoli Grand Prix, and Fagioli, another member of the team, won the Avus Race at Berlin at a speed of 148·2 m.p.h. (the fastest race on record). The car has an eight-cylinder engine of 81·77 mm. bore, 94 mm. stroke and 3,946 c.c. cap.; all wheels are independently sprung. (No. 27)





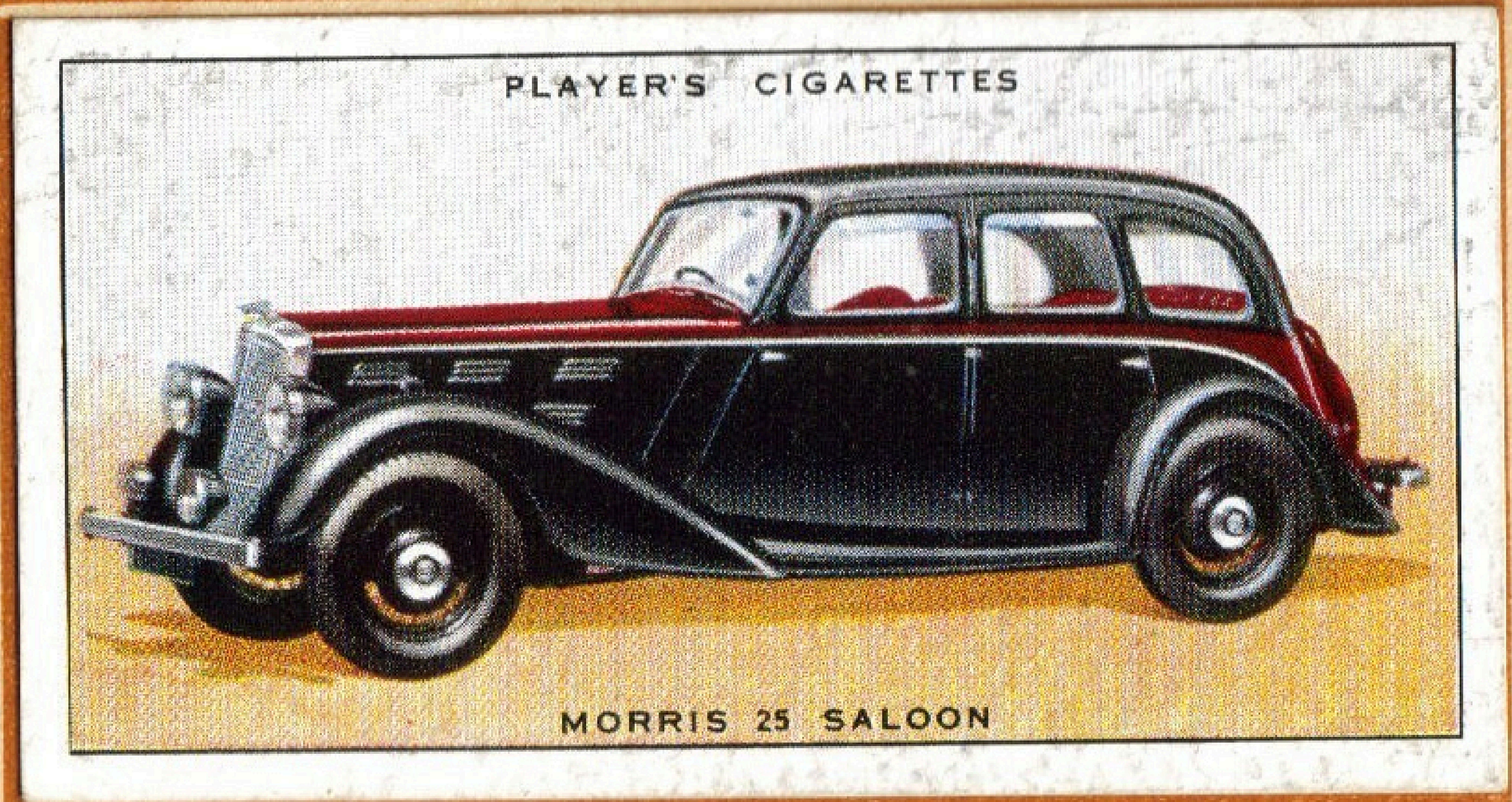
M.G. TWO-LITRE SALOON. During the past few years the M.G. Company has gained many successes in races all over Europe, and the lessons so learned in building efficient power-units are embodied in this latest model. It has a comfortable and roomy body, and is designed to attain a high maximum speed, with a cruising speed of 60-65 m.p.h. The six-cylinder engine, of 65·5 mm. bore, 102 mm. stroke and 2,062 c.c. capacity, is fitted with twin carburettors; the R.A.C. rating is 15·96 h.p. and the annual tax £12. The chassis has a 10 ft. 3 in. wheelbase, a 4 ft. 5 in. track, and built-in hydraulic jacks. There are four speeds (synchromesh). The car is priced at £375. (No. 28)





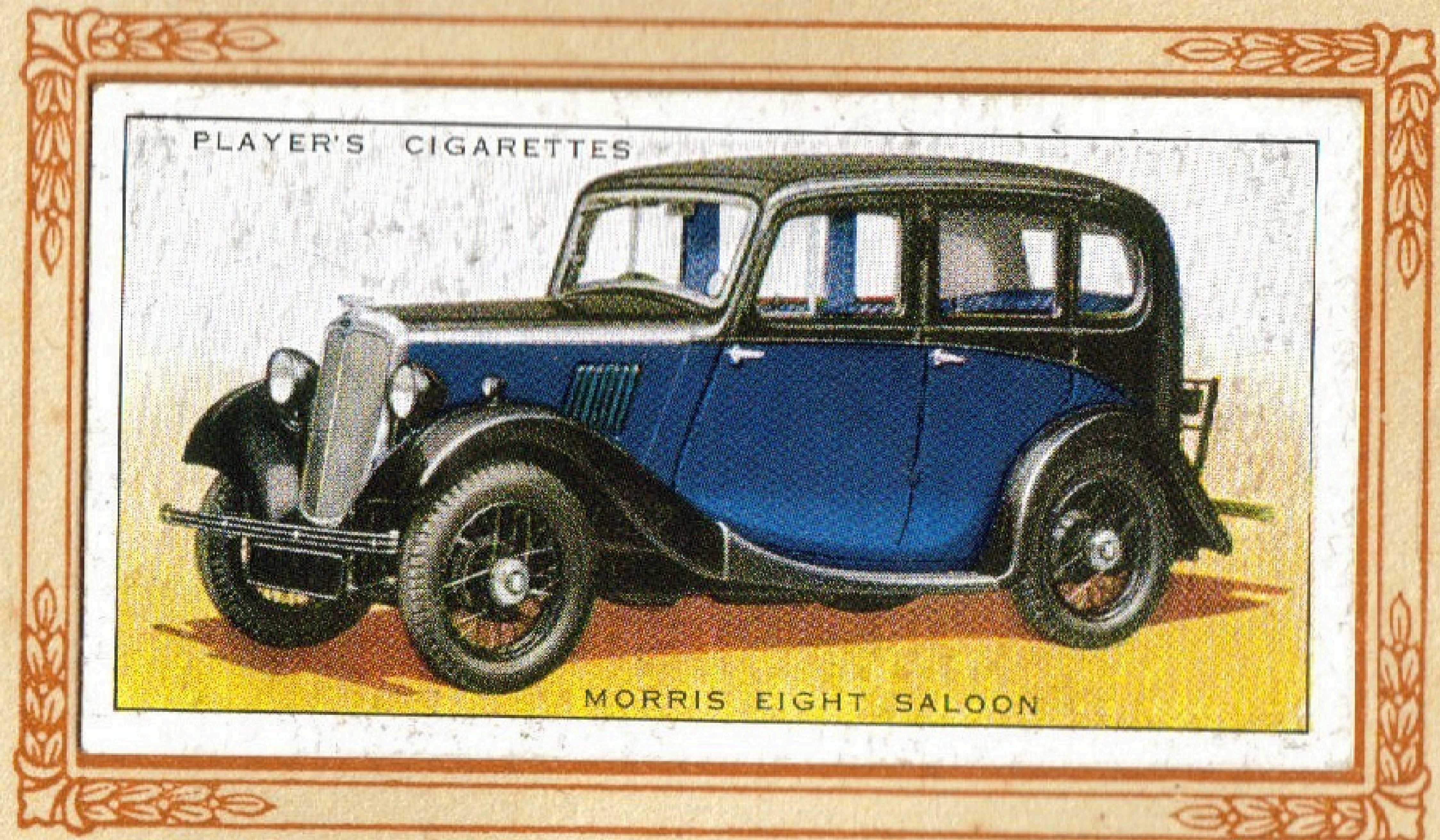
Conway Castle & Bridge, Carnarvonshire.

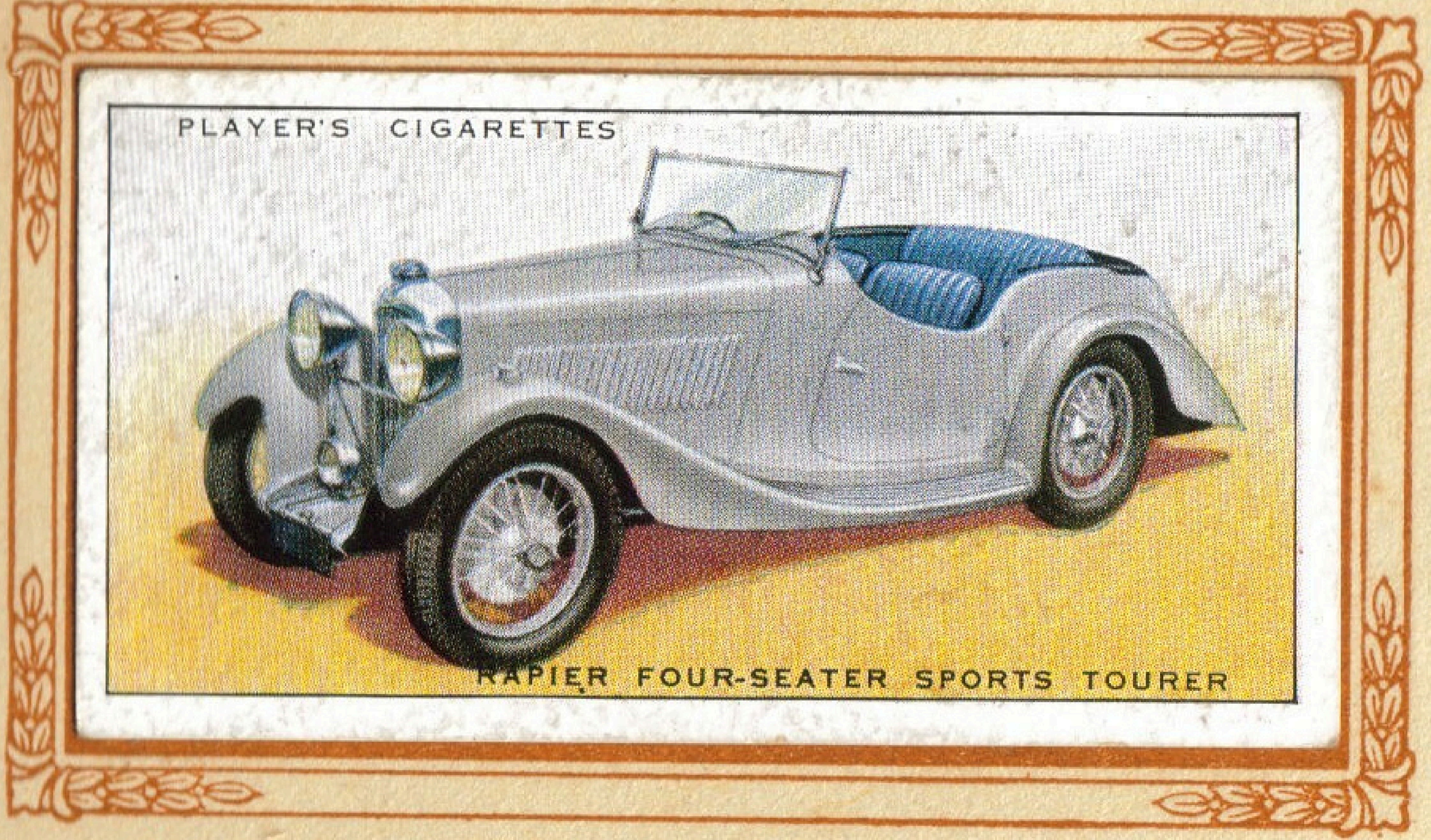
M.G. MAGNETTE N TYPE. This model is the result of experience gained by a company which has had an almost unparalleled sequence of successes on road and track all over Europe. An M.G. Magnette won the R.A.C. Tourist Trophy Race in Ulster in 1934, and this car embodies the qualities essential to such contests —reliability, endurance, speed, and road-holding of the highest order. It has a maximum speed of 80 m.p.h. and a cruising speed of 55-60 m.p.h. The six-cylinder engine is of 57 mm. bore, 84 mm. stroke and 1,287 c.c. capacity; the R.A.C. rating is 12·08 h.p. and the annual tax £9. The chassis has an 8 ft. wheelbase and a 3 ft. 9 in. track. The car is priced at £330. (No. 29)

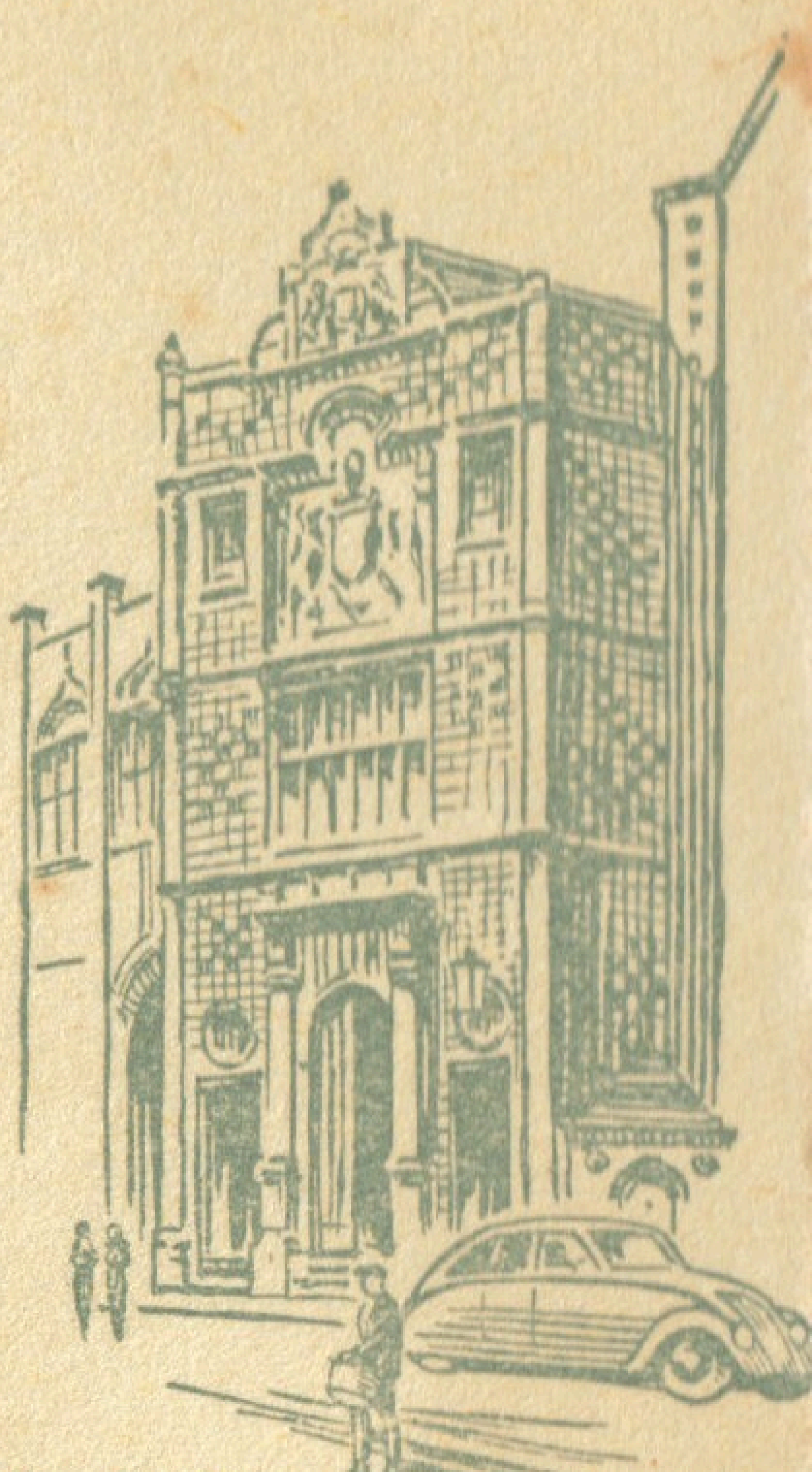


MORRIS 25 SALOON. The largest of the famous " Series II " family of Morris cars, the Morris 25 is a new conception of the British family car. It has a maximum speed of 75 m.p.h., a comfortable cruising speed of 60 m.p.h., and almost startling acceleration. All the seats are between the axles and a capacious luggage boot is situated behind the rear seat. The six-cylinder engine is of 82 mm. bore, 110 mm. stroke and 3,485 c.c. capacity; the R.A.C. rating is 25·01 h.p. and the annual tax £18 15s. The chassis has a 10 ft. 1½ in. wheelbase and a 4 ft. 8 in. track, and is fitted with a three-speed synchromesh gear-box. The car is priced at £265 (fixed head), £280 (sliding head). (No. 30)

MORRIS EIGHT SLIDING HEAD SALOON. The success which the Morris Eight won on its appearance was so well maintained that the rate of production had to be doubled to cope with the demand. It was designed to make fast motoring possible with safety and comfort in a four-seater baby-car. Clever designing has made the fullest use of available space, and the sliding head saloon is lavishly equipped. The four-cylinder engine is of 57 mm. bore, 90 mm. stroke and 918 c.c. cap.; the R.A.C. rating is 8·06 h.p.; annual tax £6; three speeds (synchromesh). The chassis has a 7 ft. 6 in. wheelbase and a 3 ft. 9 in. track. The car is priced at £142 10s. (No. 31)

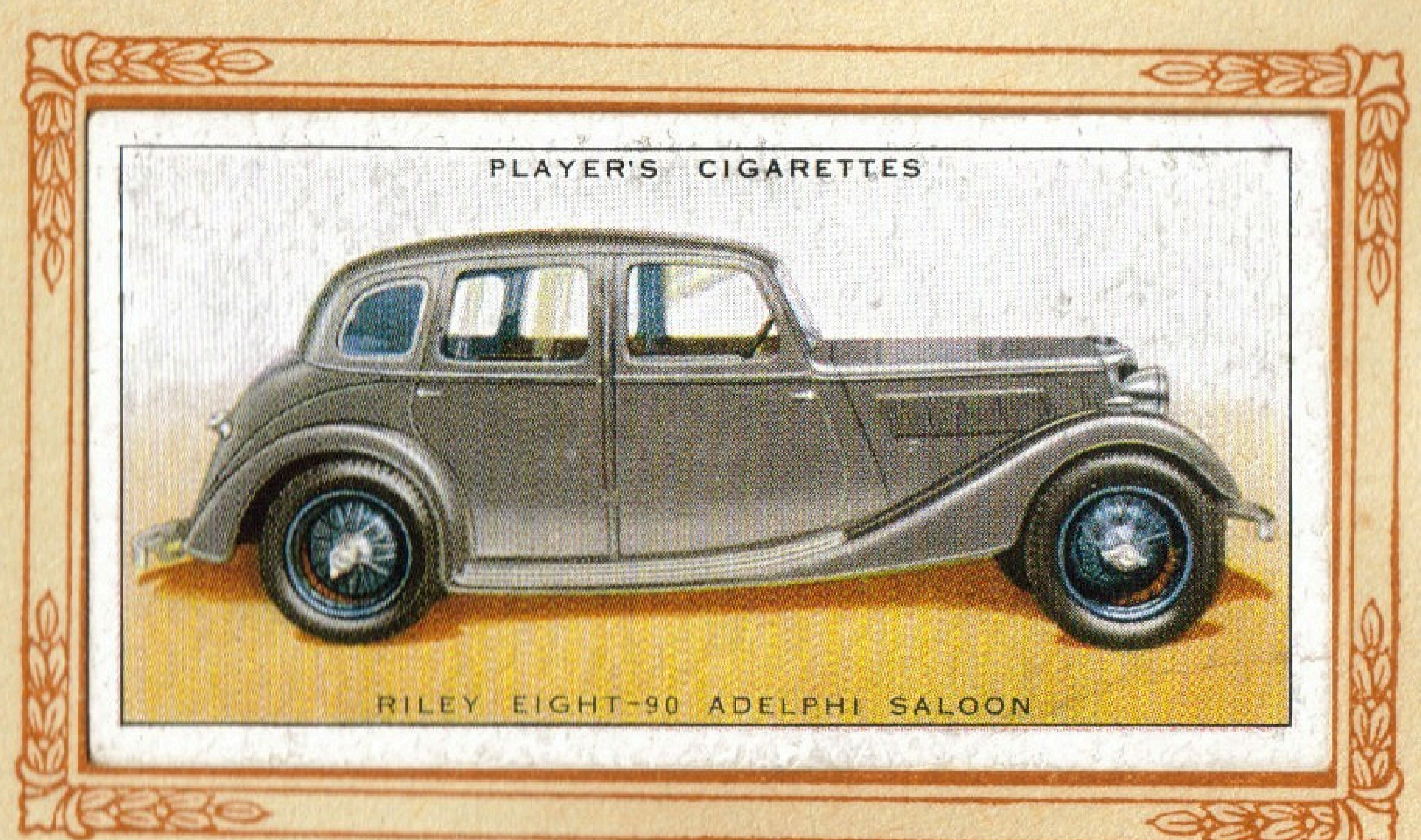





The Guildhall, King's Lynn.

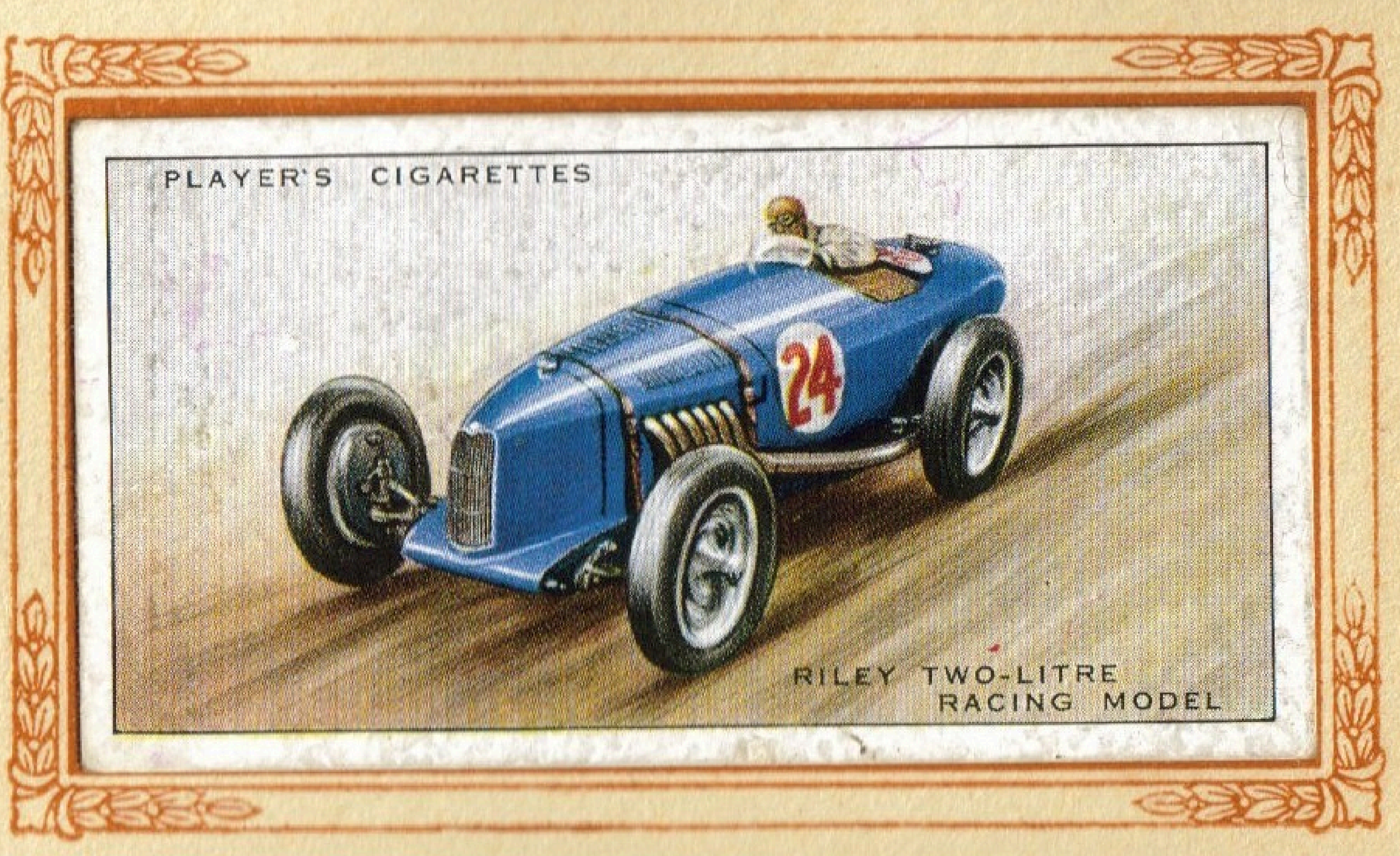
RAPIER FOUR-SEATER SPORTS TOURER. This individual British sports car has been evolved from the small Lagonda model, and still retains many Lagonda characteristics. It has a high-efficiency power unit with twin over-head camshafts, and the chassis is designed to provide high performance with complete safety. It is capable of 80 m.p.h. in top-gear and 65 m.p.h. in third, and has exceptional acceleration from slow speeds. The four-cylinder engine is of 62 mm. bore, 90 mm. stroke and 1,086·8 c.c. capacity; the R.A.C. rating is 9·53 h.p. and the annual tax £7 10s. There is a self-changing gear-box with right-hand lever. The chassis has an 8 ft. 4 in. wheelbase and a 4 ft. track. The car is priced at £375. (No. 32)

RILEY EIGHT-90 ADELPHI SALOON. This car is fitted with an engine which is the first V-eight of wholly British design, and which can be described as a pair of the famous Riley Nine engines working on a common crankshaft at an angle of 90 degrees to each other. Actually more than twice the horse-power is said to be developed, and the car has a maximum speed of 90 m.p.h. The eight-cyl. engine is of 60·32 mm. bore, 95·25 mm. stroke and 2,178 c.c. cap.; the R.A.C. rating is 18·05 h.p. and the annual tax £13 10s. There is a pre-selective gear-box and a centrifugal clutch. The chassis has a 9 ft. 4½ in. wheelbase and a 4 ft. 3 in. track. The car is priced at £450. (No. 33)





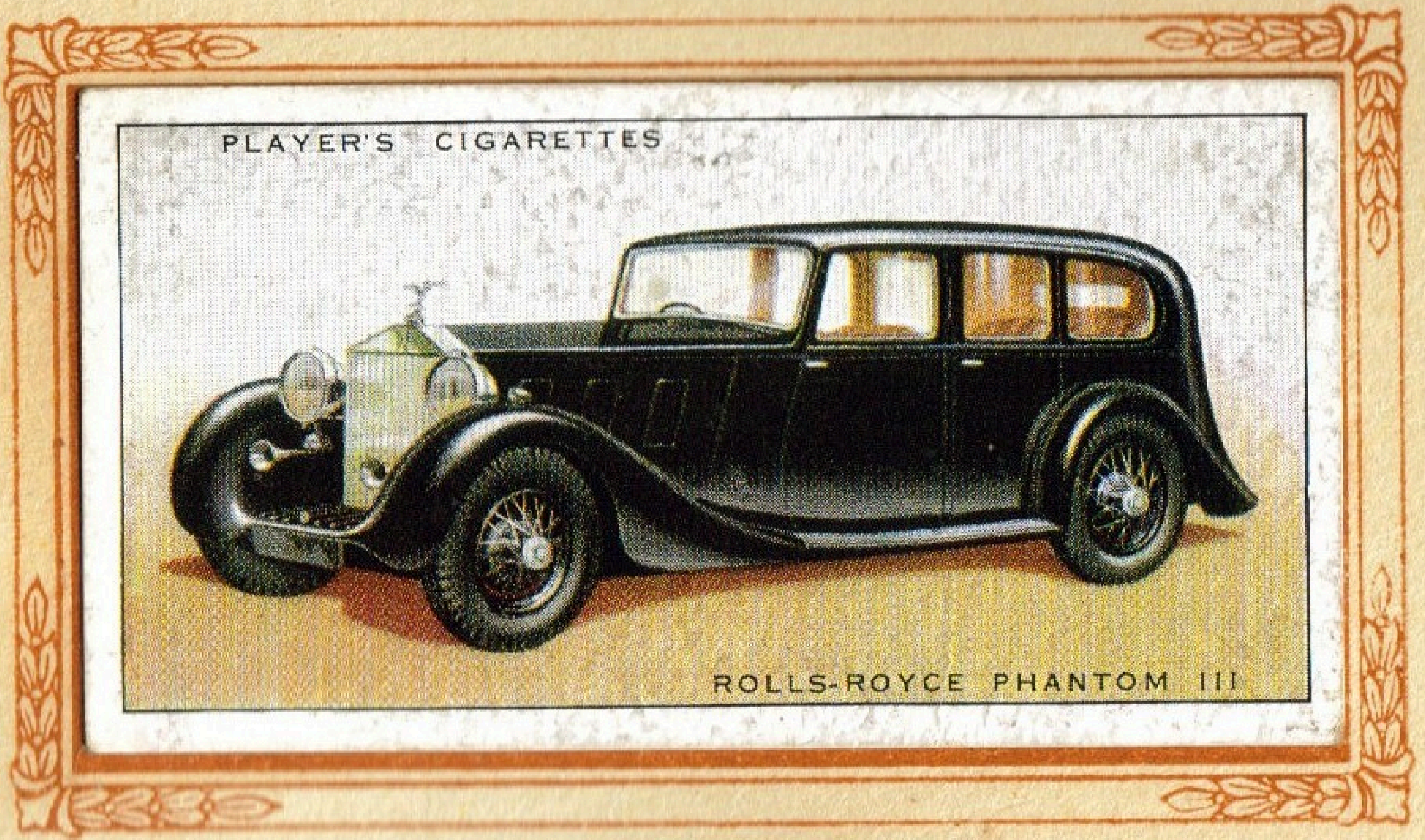
RILEY 1½-LITRE FALCON SALOON. The new Falcon saloons may well start a vogue for front compartments entirely free of levers. The handbrake lever is between the seats, and the operating lever of the "pre-selecta gear" (self-changing gear-box and automatic clutch) is on the steering column. It is a comfortable, well-appointed car, with a maximum speed of 70 m.p.h. and a cruising speed of 60 m.p.h. The four-cylinder engine, of 69 mm. bore, 100 mm. stroke and 1,495·89 c.c. capacity, has twin camshafts; the R.A.C. rating is 11·9 h.p. and the annual tax £9. The chassis has a 9 ft. 1 in. wheelbase, a 4 ft. track, and automatic lubrication. The car is priced at £335. (No. 34)





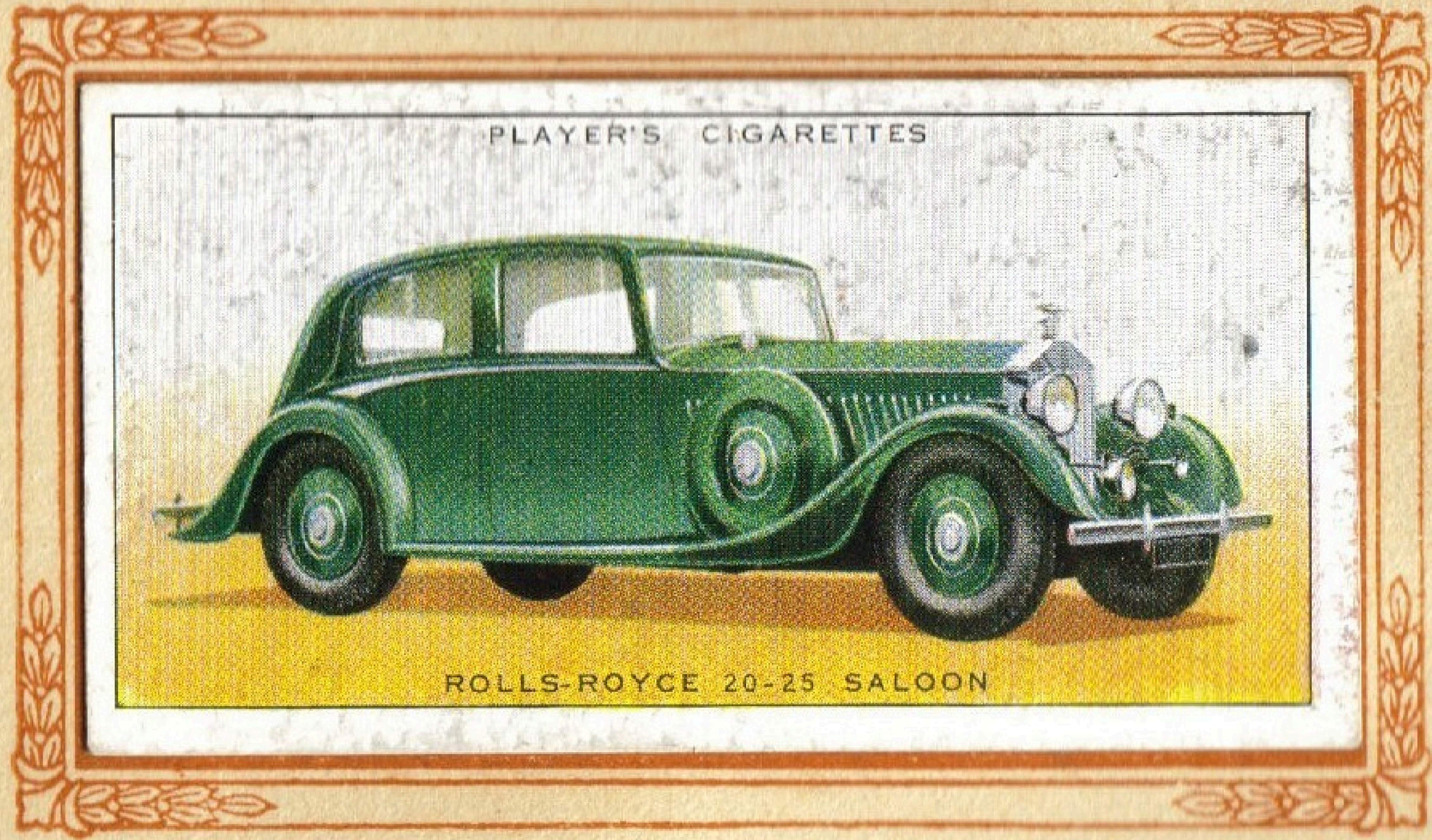
Ashness Bridge,
Derwentwater.

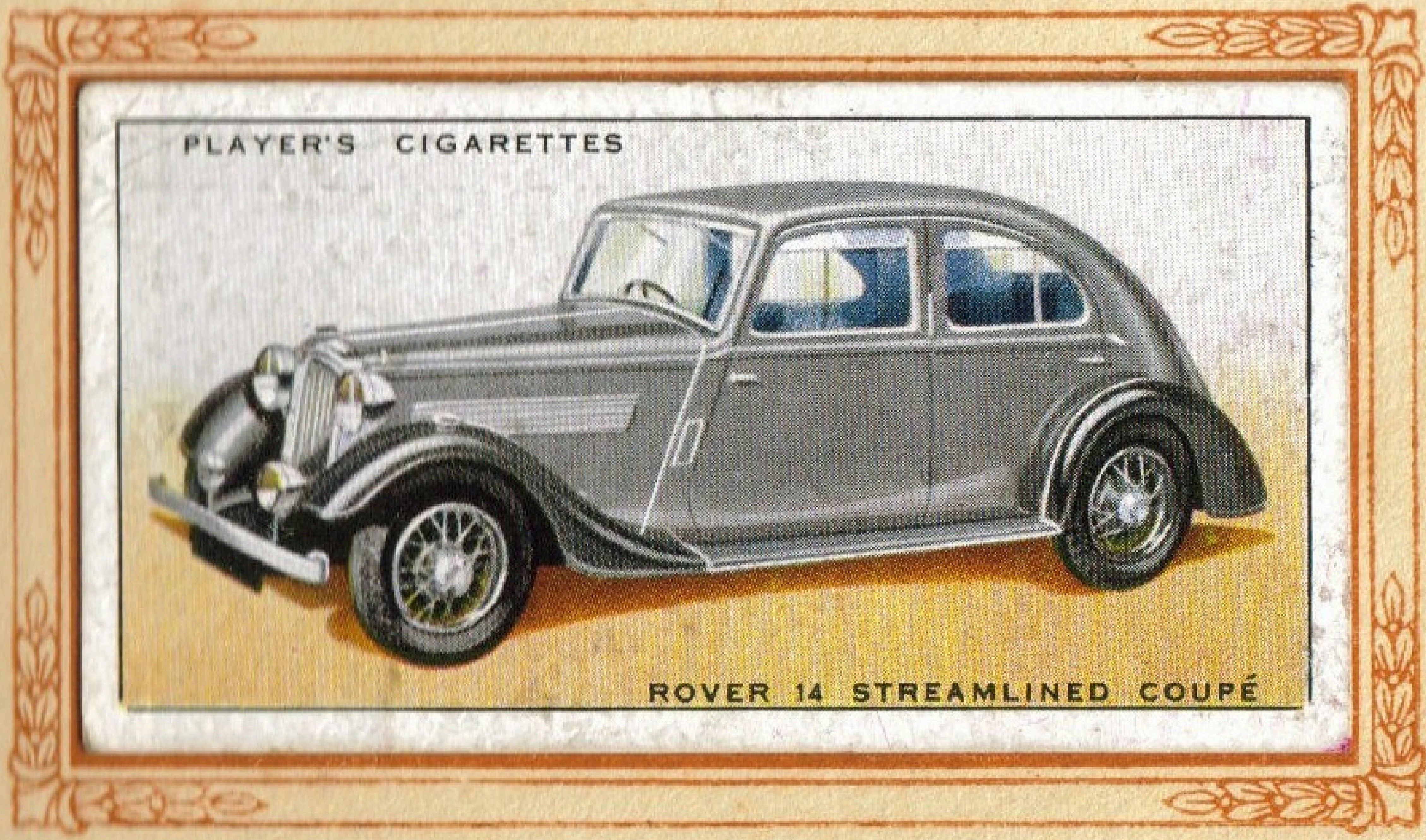
RILEY TWO-LITRE RACING MODEL. Racing Rileys had many successes in 1935, to which both the factory team and Freddie Dixon, with his independently-prepared cars, contributed. Three of the two-litre models, headed by Dixon, were first, second and third in the B.R.D.C. Empire Trophy Race, while in the 500 Mile Race in October one of the official cars with the new racing body (as illustrated) was second. It lapped Brooklands consistently at more than 120 m.p.h. The unsupercharged, six-cylinder engine is of 63·5 mm. bore, 104·5 mm. stroke and 1,986 c.c. cap. The 1½-litre racer (this model won the 1935 Ulster T.T.) has a four-cyl. engine of 69 mm. bore, 100 mm. stroke and 1,496 c.c. cap. (No. 35)



ROLLS-ROYCE PHANTOM III. Striking departures in design are embodied in the new Rolls-Royce. The engine is a "V-twelve" with four carburettors, and the new box-section frame has independent suspension of the front wheels. With increased power and reduced weight, there is even greater smoothness and silence of running. The car's maximum speed is 90 m.p.h. or more, with a correspondingly high cruising speed. The twelve-cylinder engine is of 82·5 mm. bore, 114·3 mm. stroke and 7,340 c.c. capacity; the R.A.C. rating is 50·7 h.p. and the annual tax £38 5s. The chassis has an 11 ft. 10 in. wheelbase and a 5 ft. 1 in. track. The Pullman limousine is priced at £2,575. (No. 36)

ROLLS-ROYCE 20-25 SALOON. The smaller version of "the finest car in the world" is second only to the Phantom III in silent running, complete freedom from engine-vibration, and excellence of its brakes and steering; it has a maximum speed of 75 m.p.h. and a cruising speed of 60 m.p.h. or more. This Park Ward saloon carries ample luggage accommodation in the streamlined tail. The six-cylinder engine is of 82 mm. bore, 114 mm. stroke and 3,669 c.c. capacity; the R.A.C. rating is 25·3 h.p. and the annual tax £19 10s. The chassis has an 11 ft. wheelbase, a 4 ft. 8½ in. track, and is fitted with hand-controlled shock absorbers. The car is priced at £1,775. (No. 37)



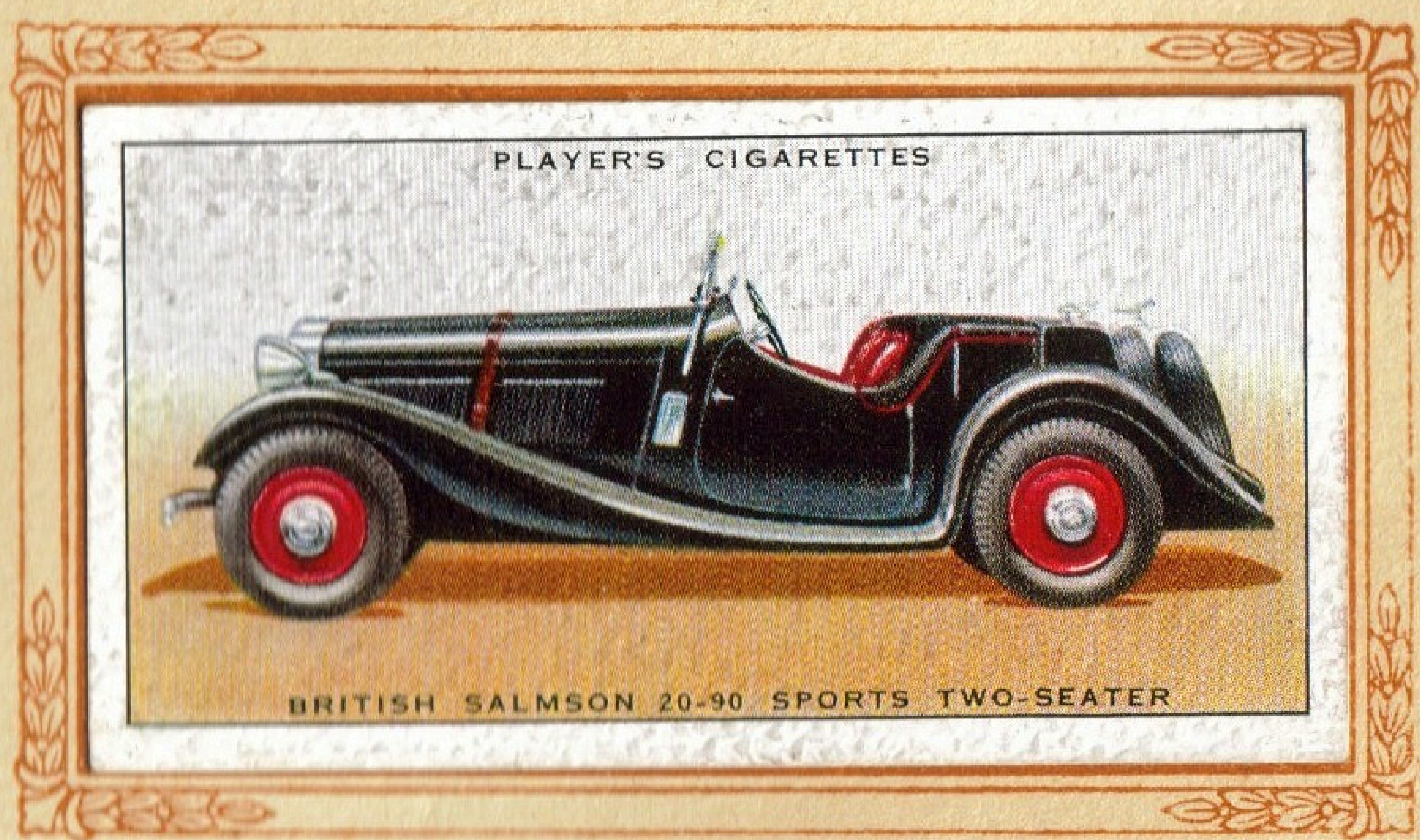


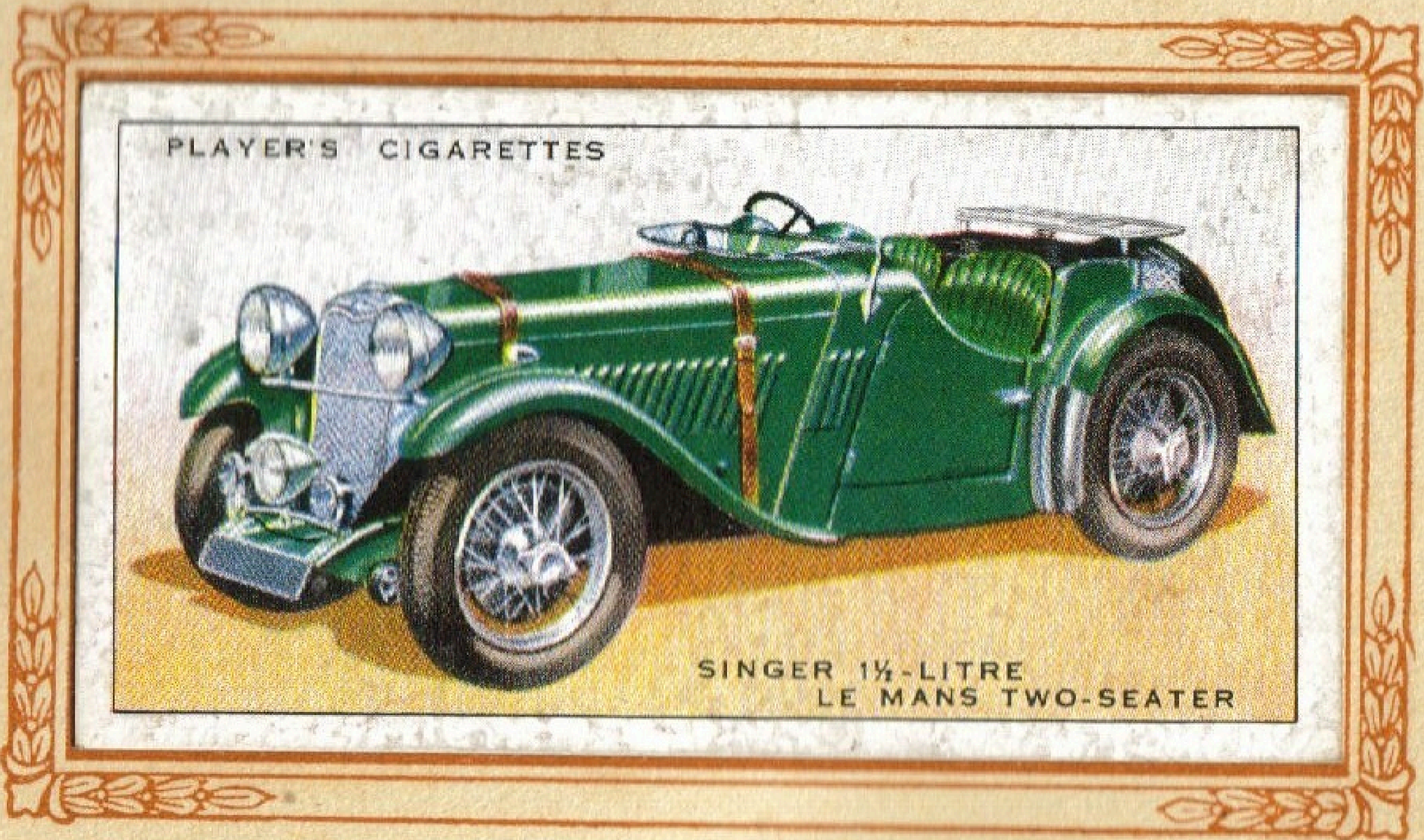


Lighthouse, Flamborough Head, Yorkshire.

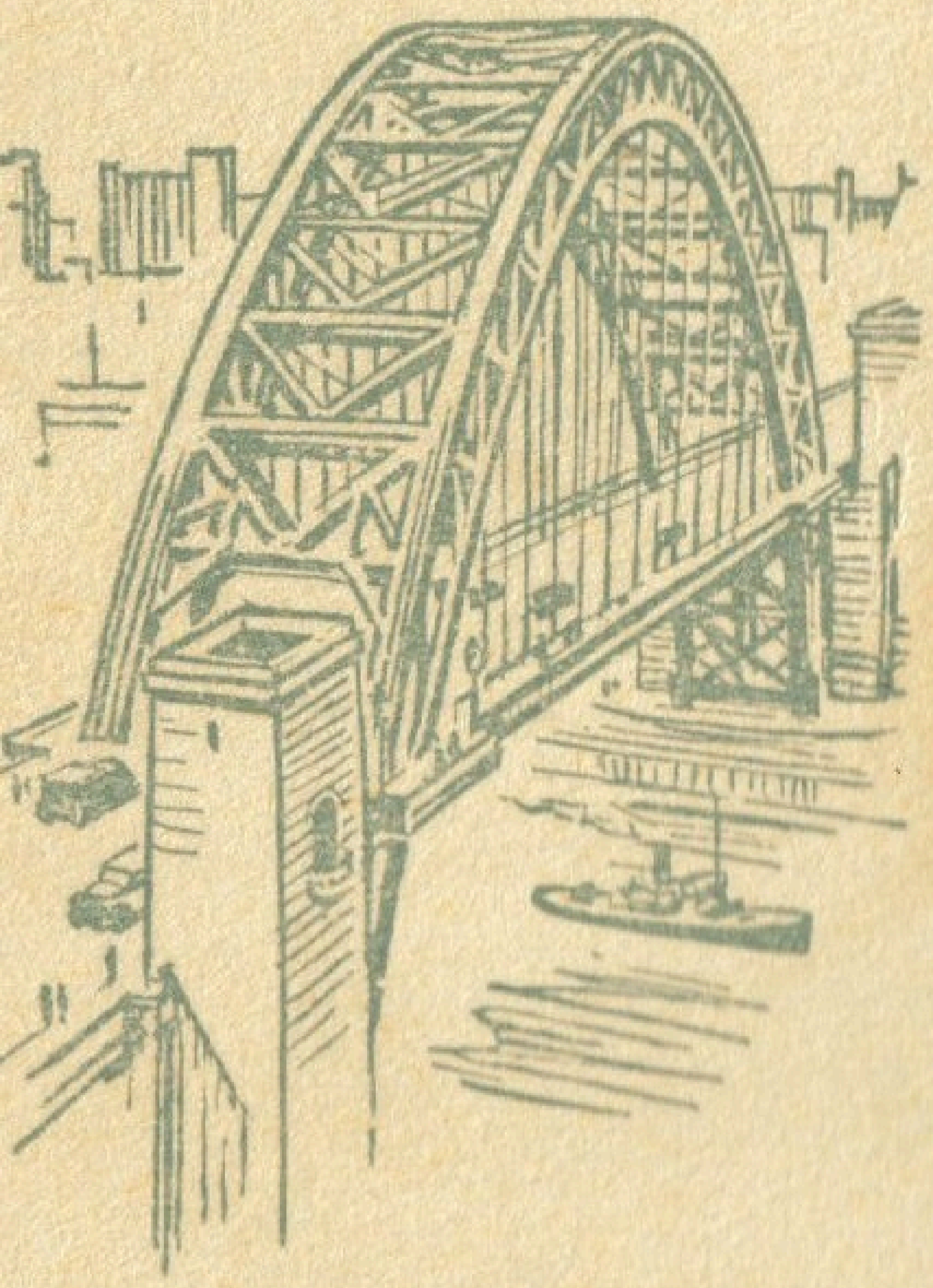
ROVER 14 STREAMLINED COUPÉ. This streamlined four-door coupé is the most advanced of the shapely Rover styles, and in spite of the low roof there is adequate headroom and good vision for the driver. Rover features include controlled free-wheeling and automatic chassis lubrication. This model has a maximum speed of nearly 75 m.p.h. and a cruising speed of 55-60 m.p.h. The six-cylinder engine, of 61 mm. bore, 90 mm. stroke and 1,577 c.c. capacity, is fitted with overhead valves; the R.A.C. rating is 13·8 h.p. and the annual tax £10 10s. The chassis has a 9 ft. 7 in. wheelbase and a 4 ft. 3½ in. track; there are four speeds, and a remote-control gear-lever. The car is priced at £348. (No. 38)

BRITISH SALMSON 20-90 SPORTS TWO-SEATER—the latest addition to the ranks of British sports cars. A special feature of the chassis is a system of independent front suspension in which a transverse leaf-spring is used in conjunction with radius arms, the latter being attached to the frame by pivots embodying friction dampers. This model has a guaranteed speed of 90 m.p.h., and is provided with a concealed hood. The six-cyl. engine is of 75 mm. bore, 98 mm. stroke and 2,590 c.c. cap.; the R.A.C. rating is 20·8 h.p.; annual tax £15 15s.; there are four speeds (synchromesh). The chassis has a 9 ft. 4 in. wheelbase and a 4 ft. 3½ in. track. The car is priced at £645. (No. 39)





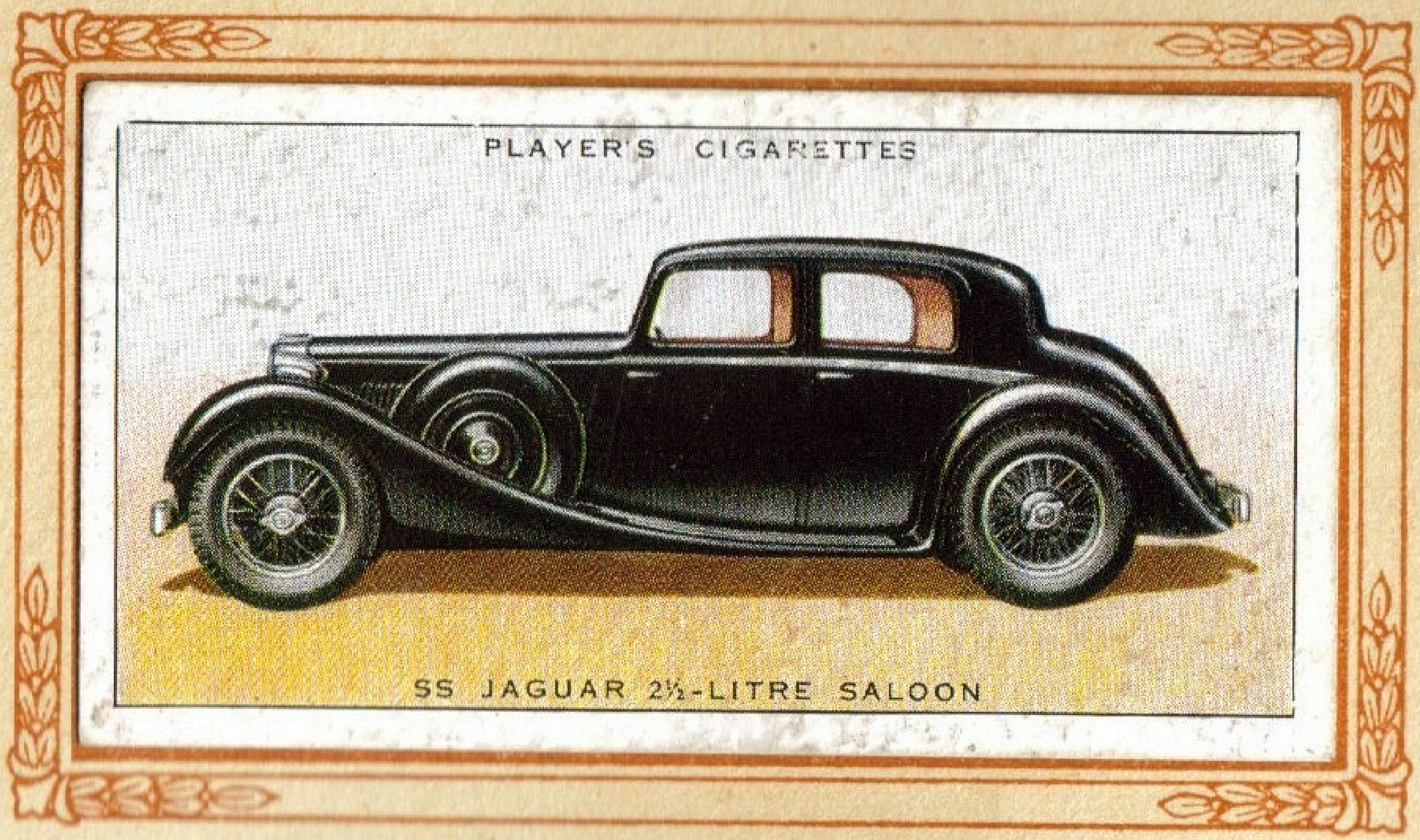
SINGER 1½-LITRE LE MANS TWO-SEATER. The business-like appearance of the Singer 1½-litre is well justified by the car's performance. The Singer not only won honours at Le Mans, but is now a better and more enduring car for that most arduous test. It has a maximum speed of over 80 m.p.h. and a cruising speed of 60-70 m.p.h. The six-cylinder engine, of 59 mm. bore, 91 mm. stroke and 1,493 c.c. capacity, has an overhead camshaft; the R.A.C. rating is 12·95 h.p. and the annual tax £9 15s. The chassis has a 7 ft. 8 in. wheelbase, a 3 ft. 9 in. track, and a 15-gallon petrol tank. The car weighs 17½ cwt. complete, and is priced at £350. (No. 40)



High-Level Bridge, Newcastle-on-Tyne.

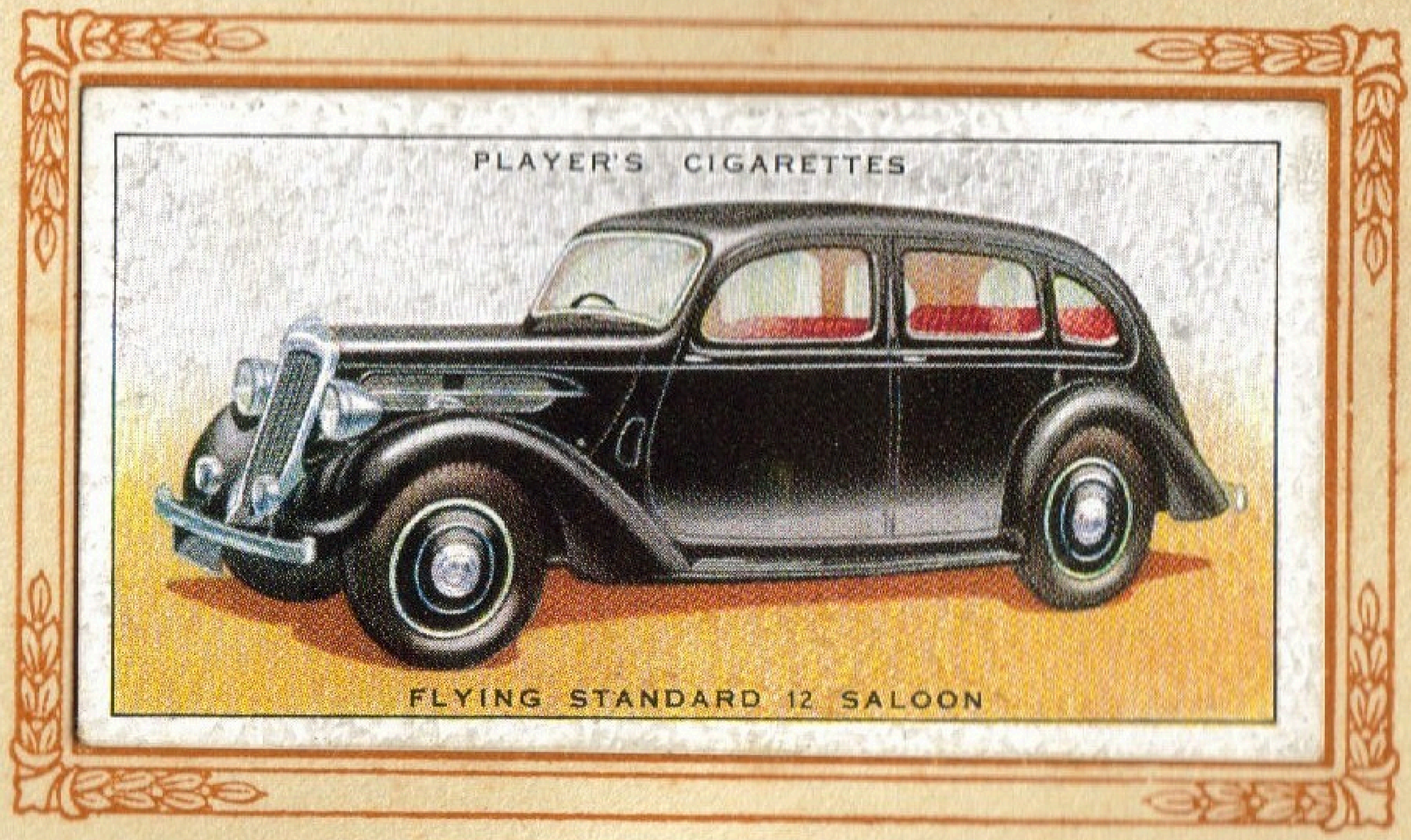


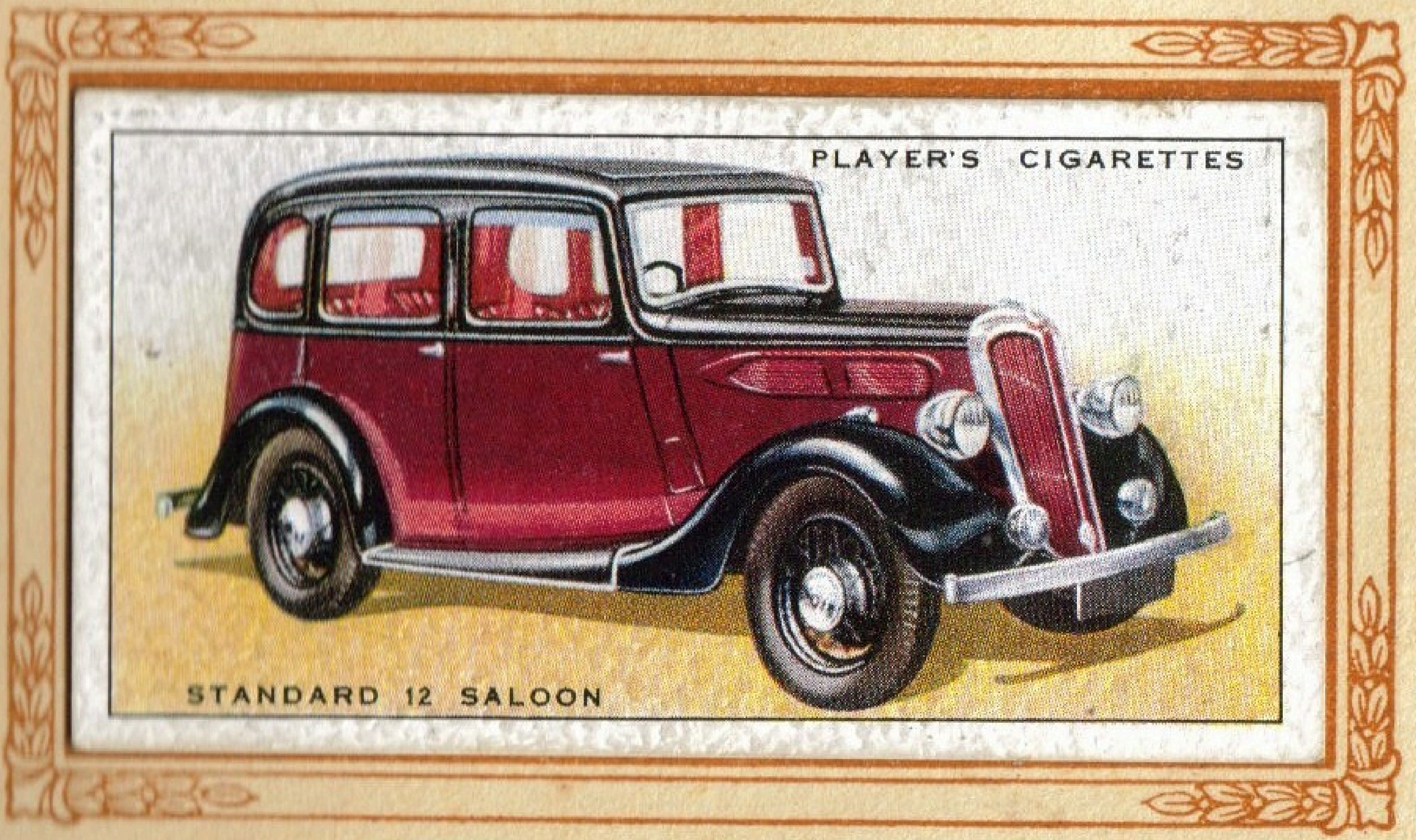
SINGER 11 SALOON. This model is one of the most advanced of British "small fours." It has independent suspension of the front wheels, and a unique combination of four-speed synchromesh gear-box and a fluid flywheel (allowing the engine to be kept running in gear with the car stationary), which simplifies driving to a marked degree. It has a maximum speed of 65 m.p.h. and a cruising speed of 45-50 m.p.h. The four-cylinder engine is of 66·5 mm. bore, 105 mm. stroke and 1,459 c.c. capacity; the R.A.C. rating is 10·95 h.p. and the annual tax £8 5s. The chassis has an 8 ft. 5 in. wheelbase and a 4 ft. 2 in. track. The car is priced at £245. (No. 41)



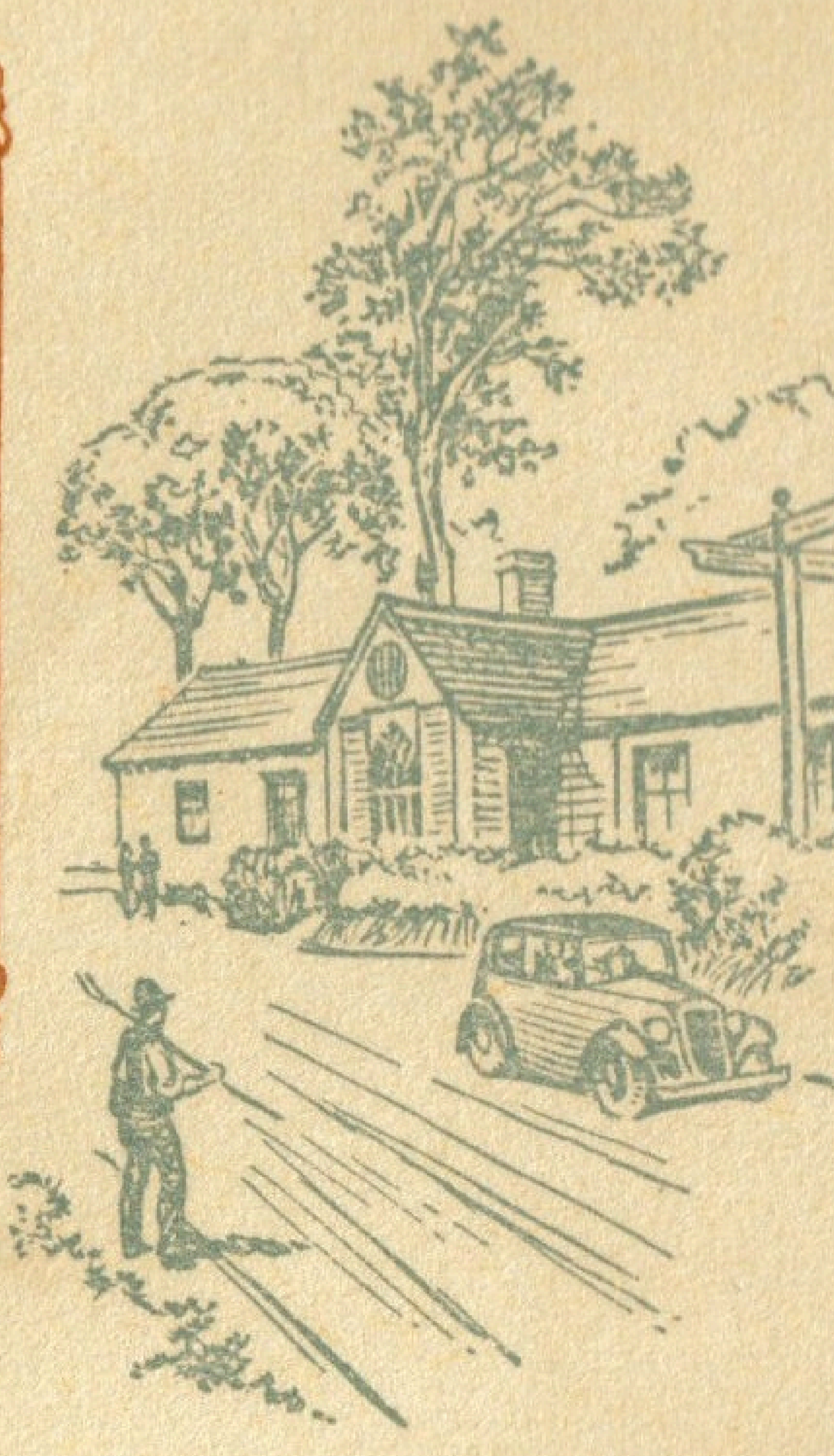
SS JAGUAR 2½-LITRE SALOON. All the qualities that made SS cars famous are enhanced in the Jaguar. A new and more efficient o.h.v. engine in a strong but light frame gives astonishing flexibility (6 to 90 m.p.h. on top) and acceleration from zero to 60 m.p.h. in 16 seconds. The attractive body is luxuriously furnished, providing real comfort and ample room for passengers and luggage. The six-cylinder engine is of 73 mm. bore, 106 mm. stroke and 2,663·7 c.c. capacity; the R.A.C. rating is 19·84 h.p. and the annual tax £15. There is a four-speed synchromesh gear-box. The chassis has a 9 ft. 11 in. wheelbase and a 4 ft. 6 in. track. The car is priced at £385. (No. 42)

FLYING STANDARD 12 SALOON. This is a very up-to-date family saloon, designed to give the greatest possible passenger accommodation. The adjustable front seat is of the one-piece type. All seats are within the wheelbase, while the streamlined tail contains space for two suitcases, spare wheel and tools. The car has a maximum speed of 70 m.p.h. and a cruising speed of 50-55 m.p.h. The four-cyl. engine is of 69·5 mm. bore, 106 mm. stroke and 1,608 c.c. cap.; the R.A.C. rating is 11·98 h.p. and the annual tax £9. There are four speeds, having synchromesh between 2nd, 3rd, and top gears. The chassis has a 9 ft. wheelbase and a 4 ft. 8 in. track. The car is priced at £259. (No. 43)



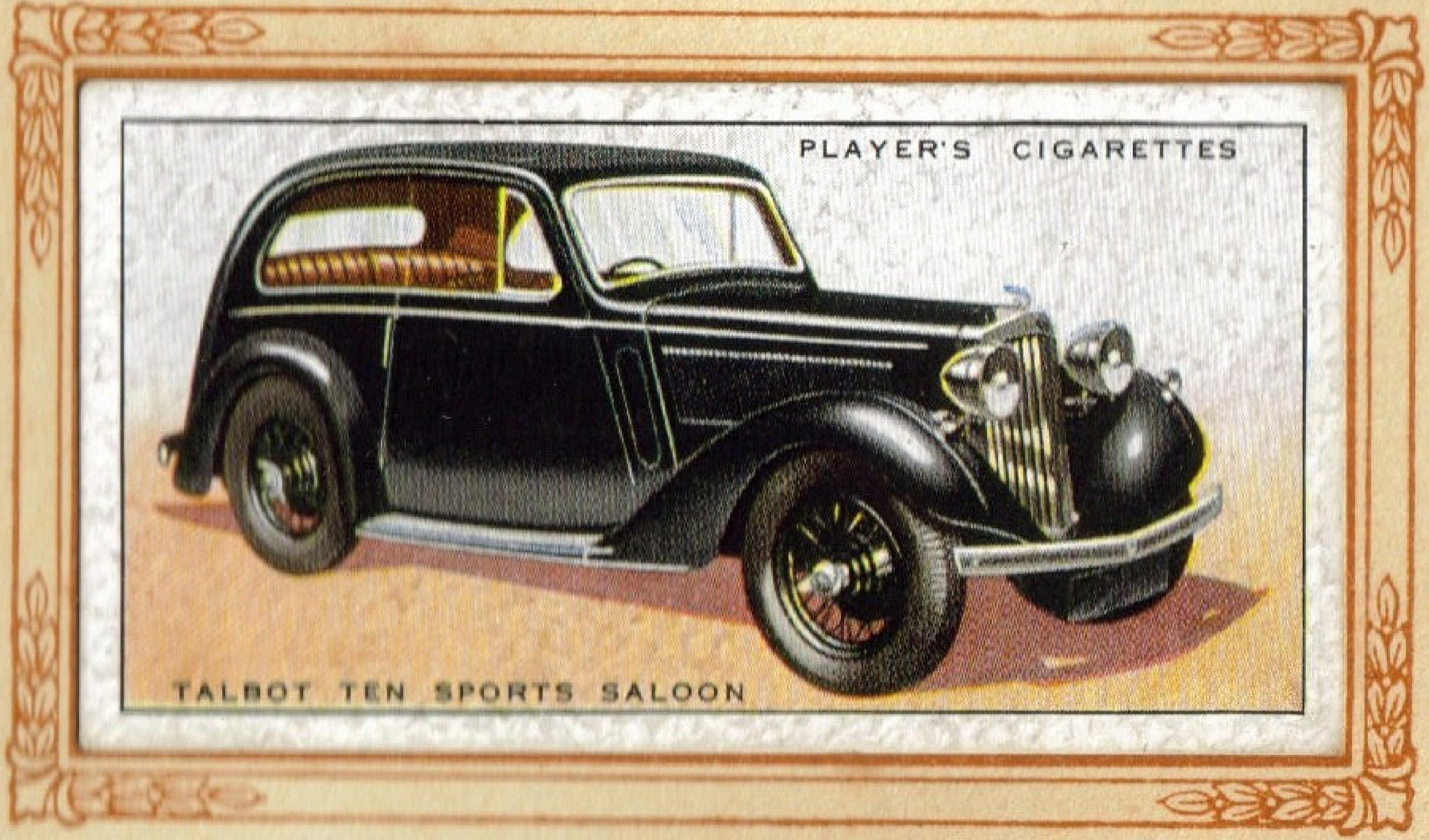


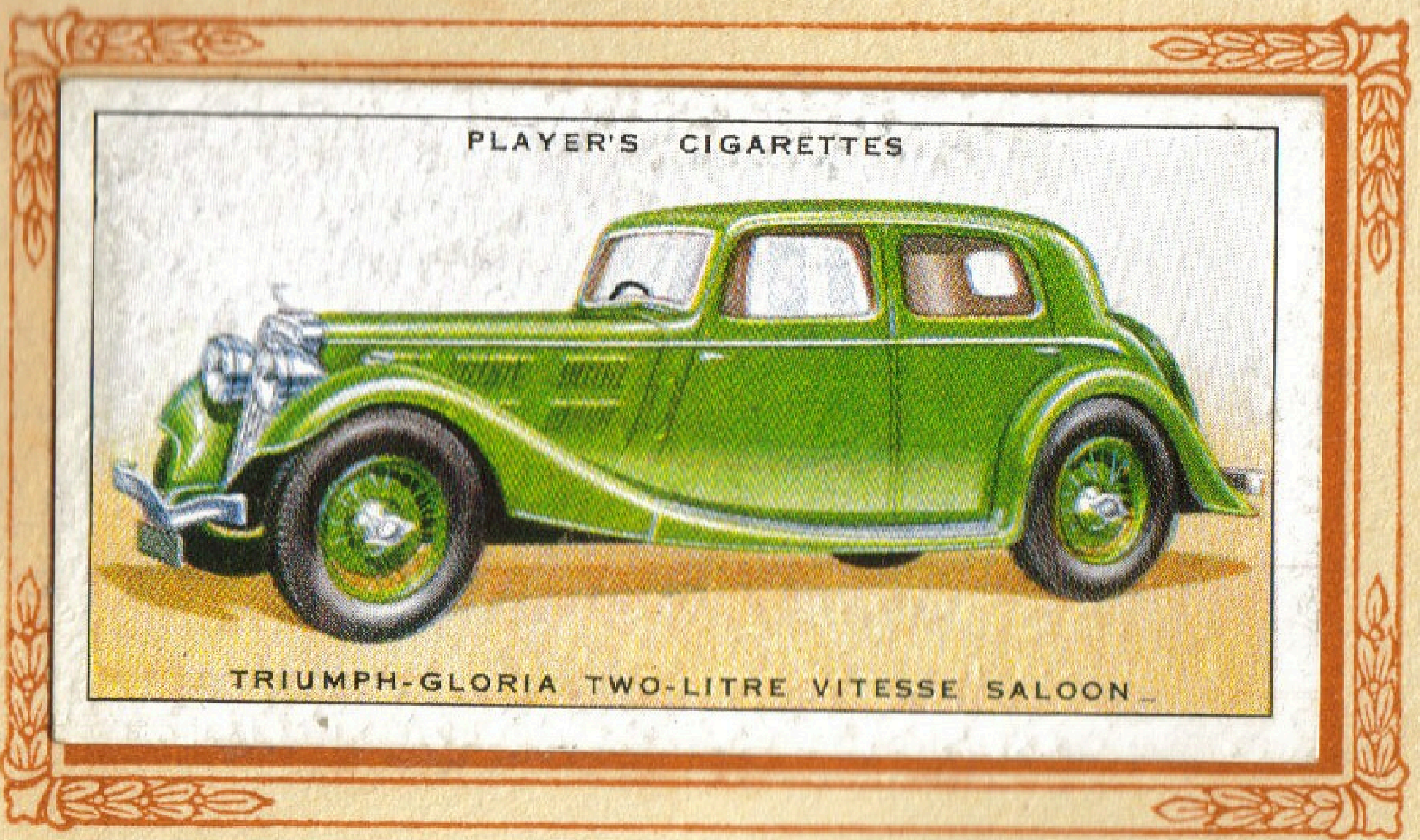
STANDARD 12 SALOON. This is a family car of substantial dimensions and respectable performance, whose construction permits of a five-seater body without the engine being over-laden. It has good acceleration, a maximum speed of 65 m.p.h. and a cruising speed of 45-50 m.p.h. Its unusually complete equipment includes a telescopic steering column, synchromesh gear-change on second, third and top, long springs, tyres of ample size, and easy jacking. The four-cylinder engine is of 69·5 mm. bore, 106 mm. stroke and 1,608·5 c.c. capacity; the R.A.C. rating is 12 h.p. and the annual tax £9. The chassis has an 8 ft. 3 in. wheelbase and a 4 ft. 4 in. track. The car is priced at £229. (No. 44)



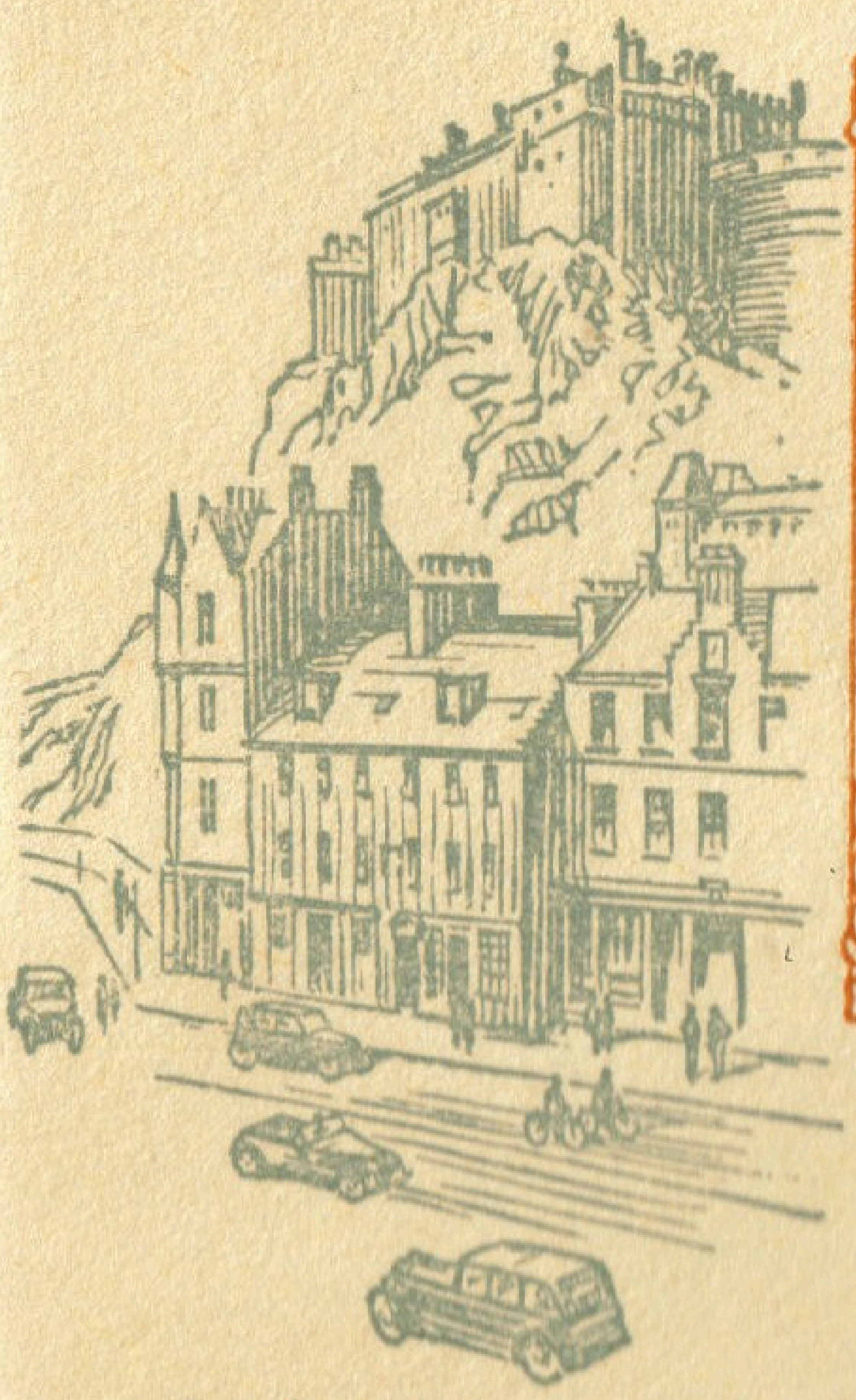
The Smithy, Gretna Green.

TALBOT TEN SPORTS SALOON. This car is a revival of a famous post-war Talbot model, and embodies the experience gained in many years of successful racing. The low-built saloon, with its clean lines, is as individual in appearance as it is in road-performance. It has a maximum speed of 70 m.p.h. and a cruising speed of 50-55 m.p.h., and brisk acceleration is combined with excellent driving vision and interior comfort. The four-cylinder engine is of 63 mm. bore, 95 mm. stroke and 1,185 c.c. cap.; the R.A.C. rating is 9·8 h.p. and the annual tax £7 10s.; there are four speeds (synchromesh). The chassis has a 7 ft. 9 in. wheelbase and a 4 ft. track. The car is priced at £265. (No. 45)

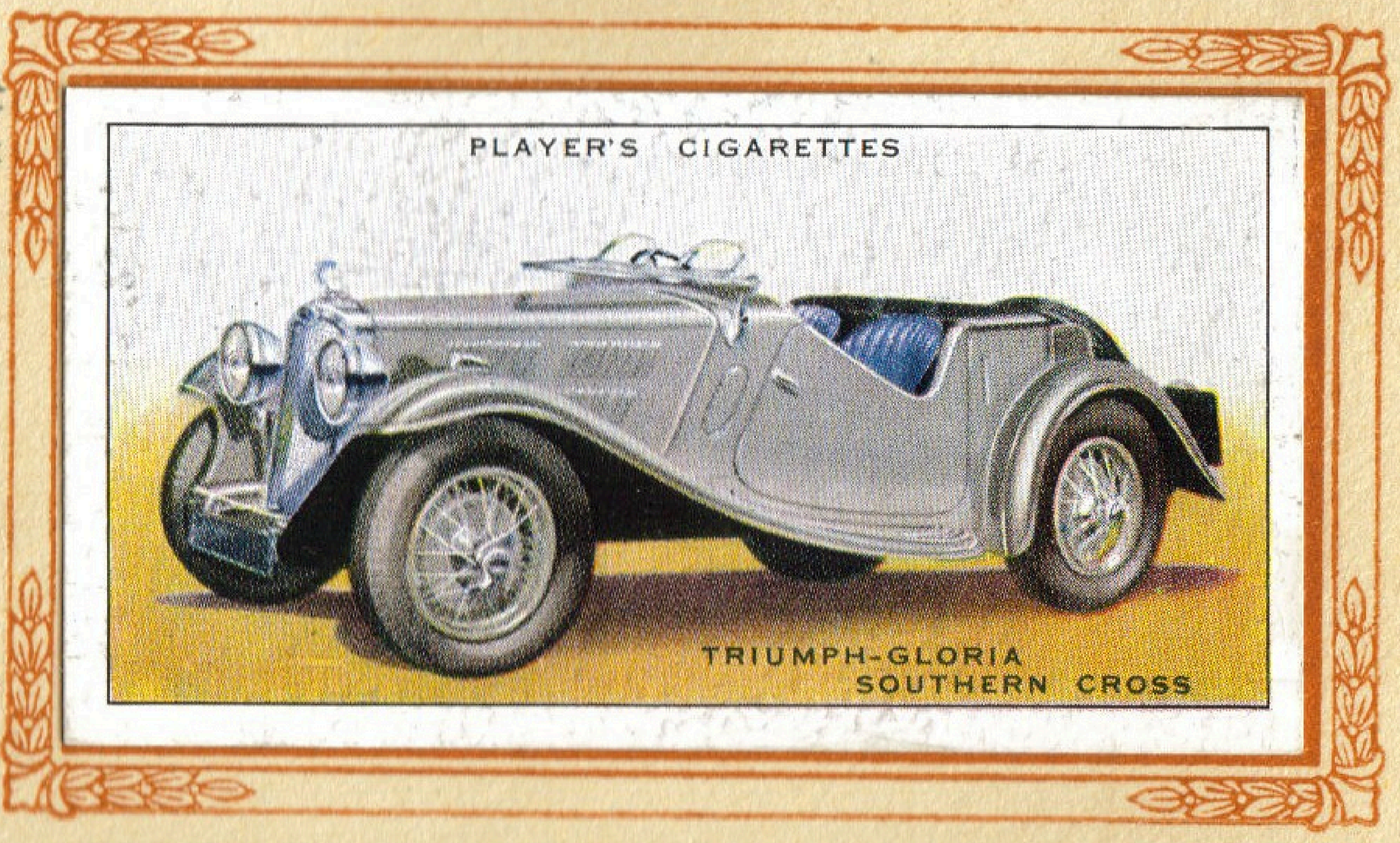




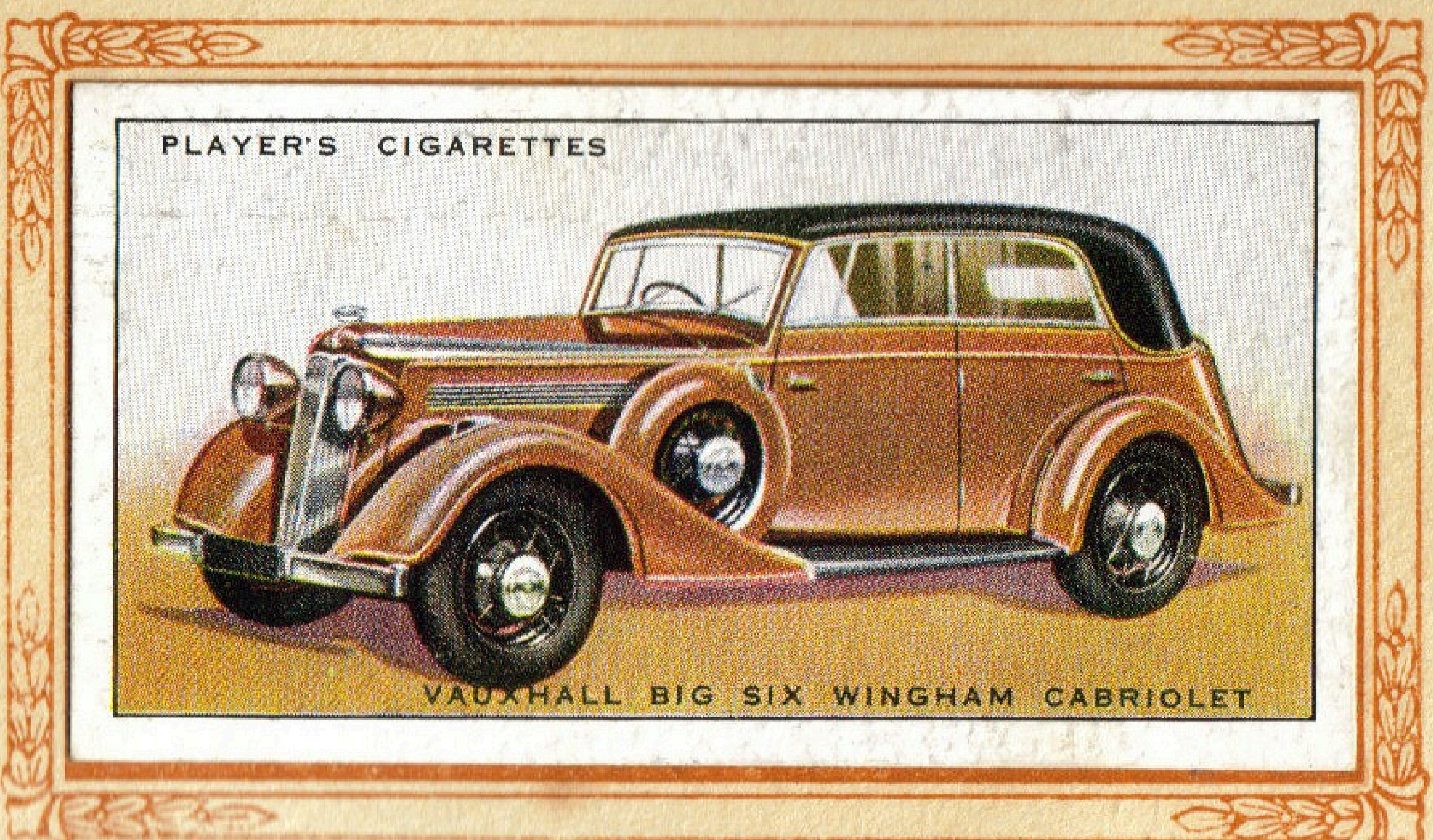
TRIUMPH-GLORIA TWO-LITRE VITESSE SALOON. This car combines good performance with great comfort. The specially-tuned Vitesse engine has dual carburettors, a maximum speed of 75 m.p.h., a cruising speed of 60 m.p.h. and brisk acceleration. The driver will appreciate the exceptionally good driving seat and position, remote-control gear-lever and telescopic steering column. The six-cylinder engine is of 65 mm. bore, 100 mm. stroke and 1,991 c.c. capacity; the R.A.C. rating is 15·72 h.p. and the annual tax £12. The chassis has a 9 ft. 8 in. wheelbase, a 4 ft. 2 in. track and automatic lubrication. The car is priced at £398. (No. 46)



Edinburgh Castle.

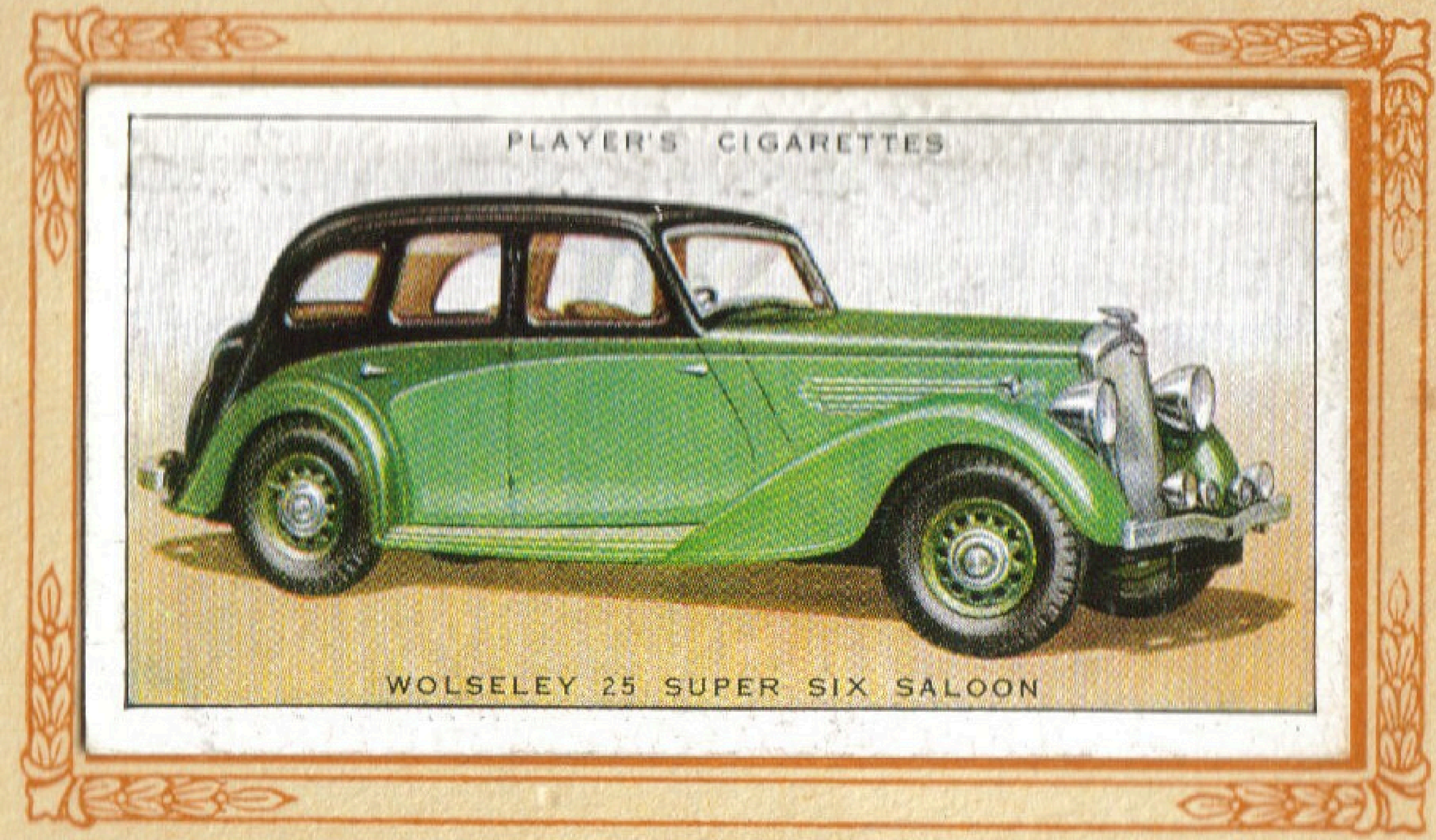


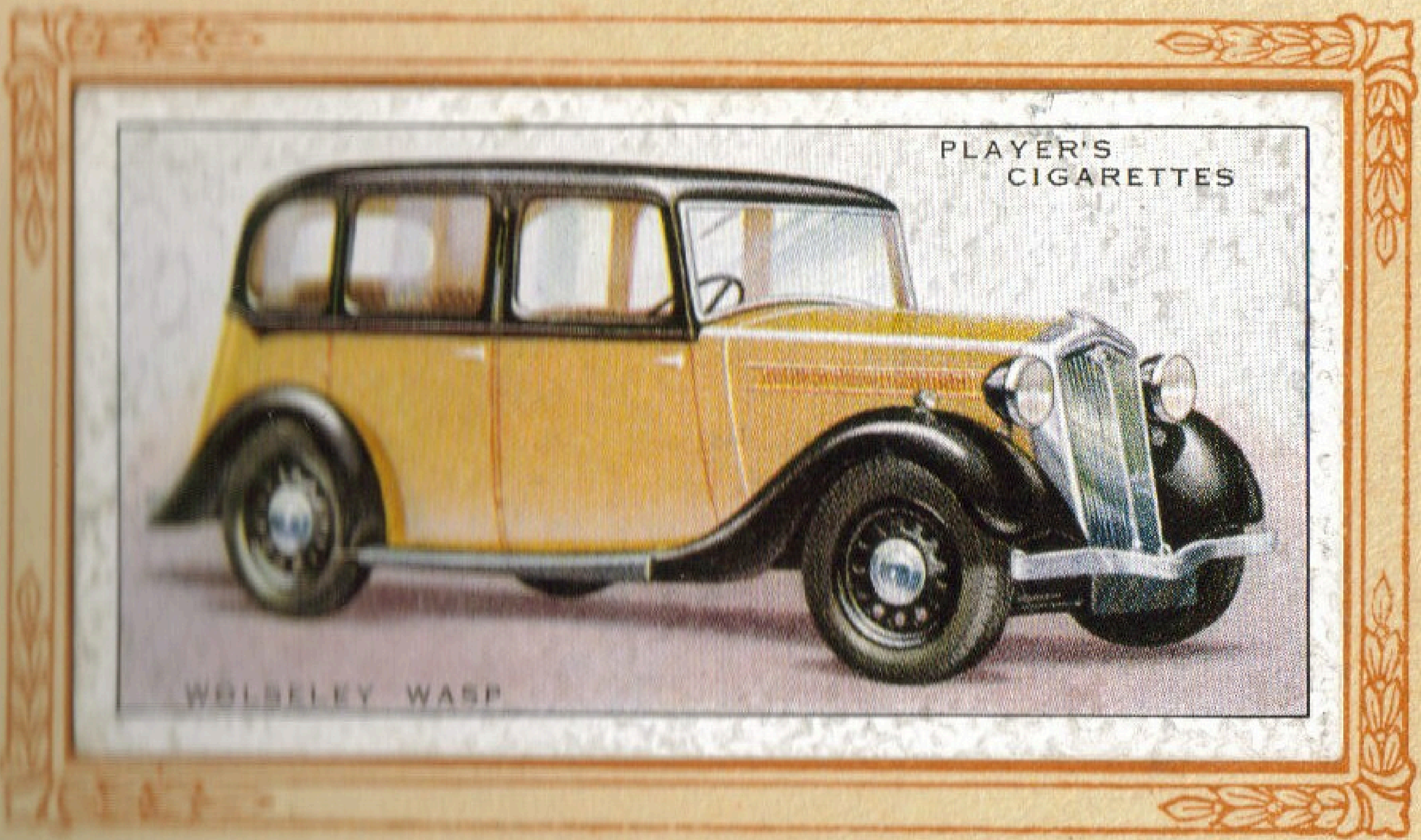
TRIUMPH-GLORIA SOUTHERN CROSS. This smart two-seater is the latest model of the Triumph which gained such great distinction in successive Monte Carlo Rallies and Alpine Trials. The engine is designed for fast work, and the car has a maximum speed of over 70 m.p.h., which is exceptional for a "small four." The four-cylinder engine, of 66 mm. bore, 90 mm. stroke and 1,232 c.c. capacity, has inlet valves over exhaust, and is fitted with a three-bearing crankshaft; the R.A.C. rating is 10·8 h.p. and the annual tax £8 5s. The chassis has an 8 ft. 8 in. wheelbase, a 4 ft. 2¼ in. track and a 12-gallon petrol tank. The car is priced at £295. (No. 47)



VAUXHALL BIG SIX WINGHAM CABRIOLET. This model is a fine specimen of the full five-seater family car of medium power and price. It is here shown with one of the most successful forms of all-weather body yet evolved, being light, shapely and practical, and able to be opened or closed single-handed in a few seconds. The car has a maximum speed of over 70 m.p.h. and a cruising speed of 60 m.p.h. The six-cylinder engine is of 73 mm. bore, 95·25 mm. stroke and 2,392 c.c. capacity; the R.A.C. rating is 19·8 h.p.; annual tax £15. The chassis has a 9 ft. 3 in. wheelbase and a 4 ft. 9½ in. track. There are four speeds (synchromesh). The car is priced at £395. (No. 48)

WOLSELEY 25 SUPER SIX SALOON. A high performance car, embodying the experience of 35 years of car making, the new Wolseley Super Six has many special features, including a powerful o.h.v. engine with twin carburettors, built-in hydraulic jacks and six-and-a-half-inch tyres for extra comfort on easy-to-clean wheels. It has a maximum speed of 80 m.p.h. and a cruising speed of 55-60 m.p.h. The six-cylinder engine is of 82 mm. bore, 110 mm. stroke and 3,485 c.c. capacity; the R.A.C. rating is 25·01 h.p.; annual tax £18 15s. There are four speeds (synchromesh). The chassis has a 10 ft. 1½ in. wheelbase and a 4 ft. 8 in. track. The car is priced at £340. (No. 49)





WOLSELEY WASP. This is one of the largest 10 h.p. cars, with adequate head-room and leg-room for four people. The advantages of forward engine mounting are particularly marked in the Wasp, for the roomy body is mounted on a short, light chassis, and the sturdy little overhead-valve engine is not overloaded. The car has a maximum speed of 60 m.p.h., and a cruising speed of 45 m.p.h. The four-cylinder engine is of 61·5 mm. bore, 90 mm. stroke and 1,069 c.c. capacity; the R.A.C. rating is 9·37 h.p. and the annual tax £7 10s.; there are four speeds, with synchromesh. The chassis has a 7 ft. 6 in. wheelbase and a 4 ft. track. The de luxe saloon is priced at £178 10s. (No. 50)



Loch Lomond.

PLAYER'S NAVY CUT.

REGISTERED TRADE MARK.

Player's Please

10853